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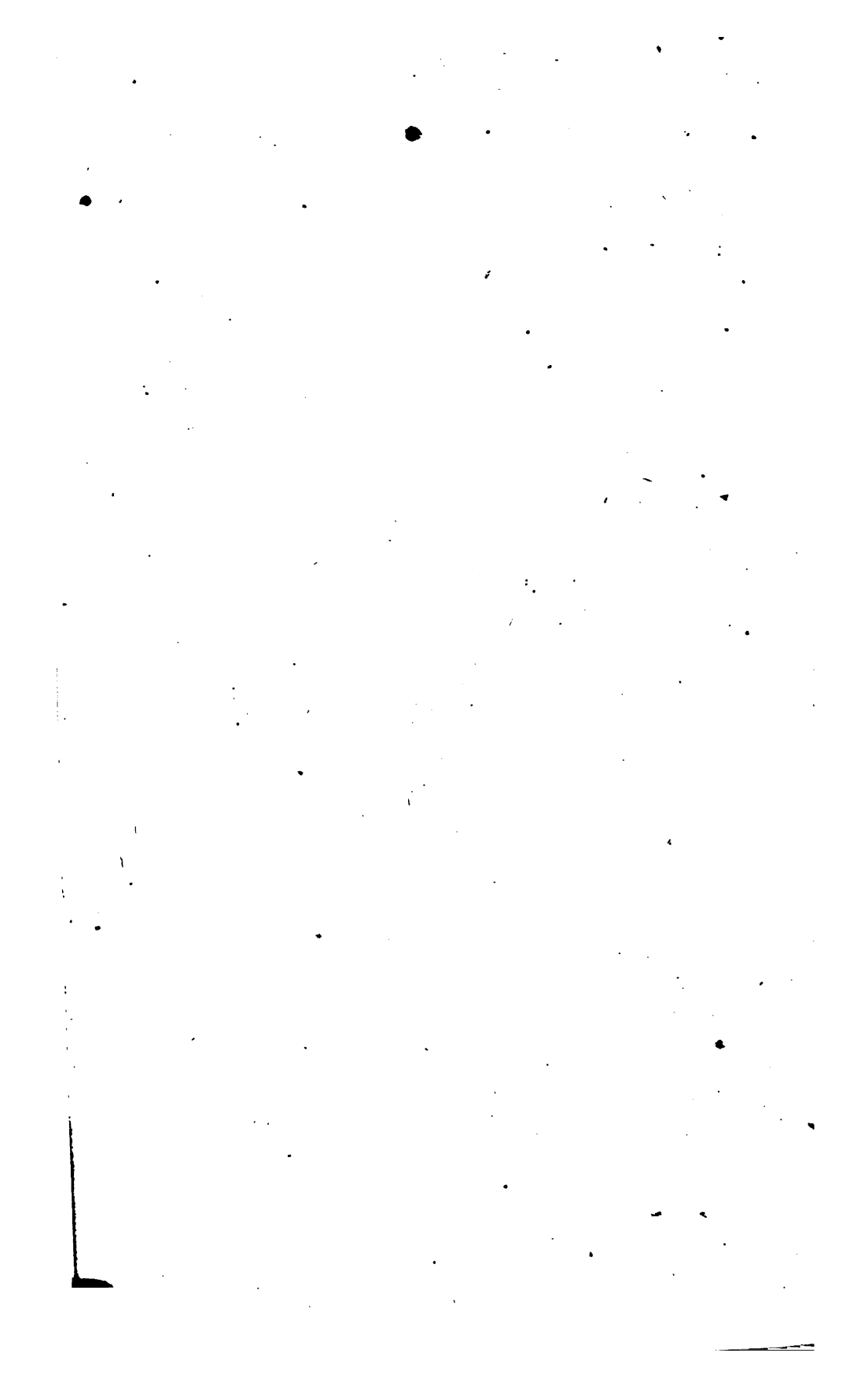
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1850. 31



1
ANNUAL REPORTS

OF THE

RAILROAD CORPORATIONS,

IN THE

COMMONWEALTH OF MASSACHUSETTS,

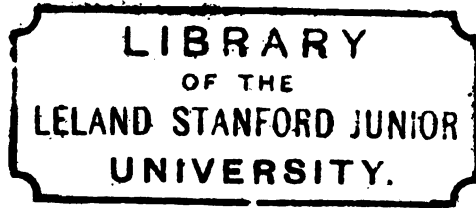
1850.

BOSTON:

DUTTON AND WENTWORTH, STATE PRINTERS.

No. 37, Congress Street.

1851.



A.332

Commonwealth of Massachusetts.

IN SENATE, April 3, 1851.

The Joint Committee on Railways and Canals, to whom were referred the various Returns of the several Railroads in this State, ask leave to

R E P O R T .

Returns have been received from forty-nine Railroad Corporations, and the same have been printed by order of the Legislature.

These returns are now required to be made in all the month of January ; but several were not made, this year, until some time after said period. The Committee deemed it important that these returns should be made at an earlier day, so that they might be printed at an earlier period in the session, and thus be of some use to the members while in session,—a purpose which they hardly serve at all, as they are now made. The Committee, therefore, reported a general law, requiring, under penalty of fifty dollars, the returns to be made in December, to the Secretary of State, who is authorized to have them printed at once ; and it is to be hoped said bill will be passed.

All which is respectfully submitted.

For the Committee,

JNO. H. WILKINS.

IN SENATE, April 3, 1851.

Read and accepted. Sent down for concurrence.

C. L. KNAPP, *Clerk.*

HOUSE OF REPRESENTATIVES, April 4, 1851.

Concurred.

LEWIS JOSSELYN, *Clerk.*

RAILROAD CORPORATIONS.

TWELFTH ANNUAL REPORT

OF THE

BERKSHIRE RAILROAD COMPANY.

Return of the Berkshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$600,000 00
Increase of capital since last report, - - - - -	None.
Capital paid in per last report, - - - - -	600,000 00
Capital paid in since last report, - - - - -	None.
Total amount of capital stock paid in, - - - - -	600,000 00
Funded debt, per last report, - - - - -	Nothing.
Funded debt paid since last report, - - - - -	do
Funded debt, increase of, since last report, - - - - -	do
Total present amount of funded debt, - - - - -	do
Floating debt, per last report, - - - - -	do
Floating debt paid since last report, - - - - -	do
Floating debt, increase of, since last report, - - - - -	do
Total present amount of floating debt, - - - - -	do
Total present amount of funded and floating debt, - - - - -	do
Average rate of interest per annum paid during the year, - - - - -	do
Maximum amount of debt for each month during the year, viz: January, \$ - - - - - ; February, \$ - - - - - ; March, \$ - - - - - ; April, \$ - - - - - ; May, \$ - - - - - ; June, \$ - - - - - ; July, \$ - - - - - ; August, \$ - - - - - ; September, \$ - - - - - ; October, \$ - - - - - ; November, \$ - - - - - ; December, \$ - - - - - .	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	This road being under a lease to the Housatonic Railroad Company, and having been built, and all its expenses paid by a contractor, we have no means of answering these inquiries, and refer to former Reports. The whole sum paid by this Company, for road and fixtures, and all damages, was \$500,000.
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	

BERKSHIRE RAILROAD.

For stations, buildings and fixtures, per last report,		
For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,	-	-
For land, land-damages and fences, per last report,	-	-
For land, land-damages and fences, paid during the past year,	-	-
Total amount expended for land, land-damages and fences,	-	-
For locomotives, per last report,	-	\$42,000 00
For locomotives, paid during the past year,	-	Nothing.
Total amount expended for locomotives,	-	42,000 00
For passenger and baggage cars, per last report,	-	7,200 00
For passenger and baggage cars, paid during the past year,	-	Nothing.
Total amount expended for passenger and baggage cars,	-	7,200 00
For merchandise cars, per last report,	-	50,800 00
For merchandise cars, paid during the past year,	-	Nothing.
Total amount expended for merchandise cars,	-	50,800 00
For engineering, per last report,	-	-
For engineering, paid during the past year,	-	-
Total amount expended for engineering,	-	-
For agencies and other expenses, per last report,	-	-
For agencies and other expenses, paid during the past year,	-	-
Total amount expended for agencies and other expenses,	-	-
Total cost of road and equipment,	-	600,000 00
CHARACTERISTICS OF ROAD.		
Length of road,	-	} 21 miles, 11 chains.
Length of single main track,	-	
Length of double main track,	-	None, except turnouts.
Length of branches owned by the Company, stating whether they have a single or double track,	-	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	-	-
Weight of rail per yard in main road,	-	56 lbs.
Weight of rail per yard in branch roads,	-	-
Specify the different weights per yard,	-	-
Maximum grade, with its length in main road,	-	40 feet, 1 mile, 16 chains.
Maximum grade, with its length in branch roads,	-	-
Total rise and fall in main road,	-	-
Total rise and fall in branch roads,	-	-
Shortest radius of curvature, with length of curve in main road,	-	872 to 1090—1 mile, 2 ch.
Shortest radius of curvature, with length of curve in branch roads,	-	-
Total degrees of curvature in main road,	-	-
Total degrees of curvature in branch roads,	-	-
Total length of straight line in main road,	-	-
Total length of straight line in branches,	-	-
Aggregate length of wooden truss bridges,	-	-
Aggregate length of all other wooden bridges,	-	-
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	-	-
Number of public ways crossed at grade,	-	Twenty-three.
Number of railroads crossed at grade,	-	None.

Remarks, - - - - -	
Way stations for express trains, - - -	} 4 stations. We have no express trains.
Way stations for accommodation trains, - - -	
Flag stations, - - - - -	
Whole number of way stations, - - - - -	
Whole number of flag stations, - - - - -	Three.
	Four.
	Three.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	19,472
Miles run by freight trains, - - -	20,968
Miles run by other trains, - - -	1,256
Total miles run, - - - - -	41,696
Number of passengers carried in the cars, - - -	48,931
Number of passengers carried one mile, - - -	714,000
Number of tons of merchandise carried in the cars, - - -	16,540 70-100
Number of tons of merchandise carried one mile, - - -	272,910.60-100
Number of passengers carried one mile, to and from other roads, - - - - -	710,890
Number of tons carried one mile, to and from other roads, - - - - -	268,974
Rate of speed adopted for express passenger trains, including stops, - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	Same,
Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 miles per hour.
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	269,568
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	272,910

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	} No separate account being kept, no return can be made.
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	} Total.
For wages of switchmen, average per month, \$ - - -	
For wages of gate-keepers, average per month, \$ - - -	
For wages of signal men, average per month, \$ - - -	
For wages of watchmen, average per month, \$ - - -	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	} See above.
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	

BERKSHIRE RAILROAD.

For repairs of gravel and other cars, -	-	-	-	-	
Total for maintenance of motive power and cars, -	-	-	-	-	
Number of engines, -	-	-	-	-	Six.
Number of passenger cars, -	-	-	-	-	Four.
Number of baggage cars, -	-	-	-	-	} 80—8 wheeled.
Number of merchandise cars, -	-	-	-	-	
Number of gravel cars, -	-	-	-	-	
MISCELLANEOUS.					
For fuel used by engines during the year, viz. :	-	-	-	-	
Wood, -	-	-	-	-	
Coal, -	-	-	-	-	No separate account being kept, no return can be made.
For oil used by cars and engines, -	-	-	-	-	
For waste and other material for cleaning, -	-	-	-	-	
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	-	-	-	
For salaries, wages and incidental expenses, chargeable to freight department, -	-	-	-	-	
For gratuities and damages, -	-	-	-	-	
For taxes and insurance, -	-	-	-	-	
For ferries, -	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	-	-	-	
For interest, -	-	-	-	-	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-	-	-	
For amount paid other companies, as rent for use of their roads, specifying each company, -	-	-	-	-	
For salaries of president, treasurer, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, -	-	-	-	-	\$560, the whole expense of this Company.
Total miscellaneous, -	-	-	-	-	
Total expenditures for working the road, -	-	-	-	-	
INCOME DURING THE YEAR.					
<i>For passengers :—</i>					
1. On main road, including branches owned by company, -	-	-	-	-	By terms of lease, seven per cent. on cost of road and equipment.
2. To and from other roads, specifying what, -	-	-	-	-	
<i>For freight :—</i>					
1. On main road and branches owned by company, -	-	-	-	-	
2. To and from other connecting roads, -	-	-	-	-	
U. S. mails, -	-	-	-	-	
Rents, -	-	-	-	-	
Total income, -	-	-	-	-	\$42,000 00
Net earnings, after deducting expenses, -	-	-	-	-	Expenses are borne by a fund owned by Company.
DIVIDENDS.					
7 per cent. Total, -	-	-	-	-	\$42,000,—payable quarterly.
Surplus not divided, -	-	-	-	-	
Surplus last year, -	-	-	-	-	
Total surplus, -	-	-	-	-	None.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :					
Road and bridges, -	-	-	-	-	To be kept in perfect repair by lessees.
Buildings, -	-	-	-	-	
Engines and cars, -	-	-	-	-	

ANNUAL REPORT.

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C. W. HOPKINS,
CHAS. HUNT,
I. SUMNER,
Directors.

BERKSHIRE, ss. *Sheffield, December 31, 1850.* Then personally appeared, the said Charles W. Hopkins, and Charles Hunt, and made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief.

Before me, E. F. ENSIGN, *Justice of the Peace.*

BERKSHIRE, ss. *January 7, 1851.* Then personally appeared Increase Sumner, and made oath that the foregoing report, by him signed, is true, according to his best knowledge and belief.

Before me, CHARLES HUDSON, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
BOSTON, BARRE AND GARDNER RAILROAD
COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :—

The Directors of the Boston, Barre, and Gardner Railroad Company, would respectfully report, that during the last year, such has been the pressure on the money market, particularly in this section of the Commonwealth, that it was judged inexpedient to endeavor to obtain a full subscription for the stock, or to take any measures for the prosecution of the work, other than obtaining information at their occasional meetings. As their confidence in the success in the enterprise remains unabated, and the prospects appear now far more favorable, they respectfully hope that they may be allowed further time to complete the work.

JOHN W. LINCOLN,
JOHN BROOKS,
JOHN SMITH,
W. A. WHEELER,
WM. T. MERRIFIELD,
JOAB S. HOLT,
HORATIO N. TOWER,
LEVI HEYWOOD,
HENRY PRENTISS,
SETH CALDWELL.

Worcester, January 17, 1851

WORCESTER, ss. *January 17, 1851.* Then personally appeared, before me, John W. Lincoln, John Brooks, John Smith, W. A. Wheeler, William T. Merrifield, Joab S. Holt, Horatio N. Tower. Levi Heywood, Henry Prentiss, and Seth Caldwell, and made oath, that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief.

CALEB DANA, *Justice of the Peace.*

TWENTIETH ANNUAL REPORT
OF THE
BOSTON & LOWELL RAILROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Lowell Railroad Corporation do hereby make the Twentieth Annual Report of their acts and doings, under their act of incorporation, in the within Return, according to the form prescribed by the Legislature.

Return of the Boston and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - -	\$1,830,000 00
Increase of capital since last report, - - - -	
Capital paid in per last report, - - - -	\$1,830,000 00
Capital paid in since last report, - - - -	
Total amount of capital stock paid in, - - - -	1,830,00 00
Funded debt, per last report, - - - -	
Funded debt paid since last report, - - - -	
Funded debt, increase of, since last report, - - - -	
Total present amount of funded debt, - - - -	
Floating debt, per last report, including unpaid dividends, - - - -	52,530 00
Floating debt paid since last report, - - - -	12,000 00
Floating debt, increase of, since last report, - - - -	
Total present amount of floating debt, including unpaid dividends, - - - -	40,600 00
Total present amount of funded and floating debt, - - - -	
Average rate of interest per annum paid during the year, - - - -	6 per cent.
Maximum amount of debt for each month during the year, exclusive of unpaid dividends, viz. : January, \$77,000; February, \$72,000; March, \$70,000; April, \$40,000; May, \$40,000; June, \$40,000; July, \$80,000; August, \$80,000; Sept. \$67,000; October, \$62,000; November, \$52,000; December, \$40,000.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - -	383,708 51
For graduation and masonry paid during the past year, - - - -	
Total amount expended for graduation and masonry, - - - -	
For wooden bridges, per last report, - - - -	41,507 66
For wooden bridges paid during the past year, - - - -	
Total amount expended for wooden bridges, - - - -	

Total amount expended for iron bridges, (if any), -	
For superstructure, including iron, per last report, -	\$330,615 48
For superstructure, including iron, paid during the past year, -	
Total amount expended for superstructure, including iron, -	
For stations, buildings and fixtures, per last report, -	757,100 26
For stations, buildings and fixtures, paid during the past year, -	
Total amount expended for stations, buildings and fixtures, -	
For land, land-damages and fences, per last report, -	215,665 73
For land, land-damages and fences, paid during the past year, -	
Total amount expended for land, land-damages and fences, -	
For locomotives, per last report, -	84,801 76
For locomotives, paid during the past year, -	
Total amount expended for locomotives, -	
For passenger and baggage cars, per last report, -	34,204 75
For passenger and baggage cars, paid during the past year, -	
Total amount expended for passenger and baggage cars, -	
For merchandise cars, per last report, -	56,338 85
For merchandise cars, paid during the past year, -	
Total amount expended for merchandise cars, -	
For engineering, per last report, [including "agencies and other expenses,"—no division being obtainable of their items,] -	41,703 68
For engineering paid during the past year, -	
Total amount expended for engineering, -	
For agencies and other expenses, per last report, -	
For agencies and other expenses, paid during the past year, -	
Total amount expended for agencies and other expenses, -	
Total cost of road and equipment, -	1,945,646 68
CHARACTERISTICS OF ROAD.	
Length of road, -	25½ miles and 59 71-100 ft.
Length of single main track, -	None.
Length of double main track, -	25½ miles and 59 71-100 ft.
Length of branches owned by the company, stating whether they have a single or double track, -	{ 1½ miles and 585 33-100 } feet. Single track.
Aggregate length of sidings and other tracks, excepting main track and branches, -	11 6-10 miles.
Weight of rail per yard in main road, -	{ 41½ miles, 56 lbs. per yard; 9½ miles, 63 lbs.; ½ miles, 60 lbs.
Weight of rail per yard in branch roads, -	56 lbs. per yard.
Specify the different weights per yard, -	
Maximum grade, with its length in main road, [except 1500 feet, of 30 feet per mile, grade rising from the depot at Lowell,] -	[miles. 10 ft. per mile for 6 28-100

Maximum grade, with its length in branch roads, -	54 ft. per mile for 5000 ft.
Total rise and fall in main road, - - -	189 93-100 feet.
Total rise and fall in branch roads, - - -	73 54-100 feet.
Shortest radius of curvature, with length of curve in main road, [except about 900 feet, of 1200 feet radius, at the depot at Lowell,] - - -	2800 ft. R., 1694½ ft. long.
Shortest radius of curvature, with length of curve in branch roads, [except two short curves, of 500 and 900 feet rad. at the Woburn depot,] - - -	1975 ft. R., 662 ft. long.
Total degrees of curvature in main road, - - -	665° 1' 42''.
Total degrees of curvature in branch roads, - - -	107° 40'.
Total length of straight line in main road, - - -	18½ miles, 824 feet.
Total length of straight line in branches, - - -	1½ miles, 491 feet.
Aggregate length of wooden truss bridges, { [not	54 feet.
Aggregate length of all other wooden bridges, { including those for common roads over the railroad.] - - -	2455 feet.
Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, [exclusive of road crossings, and bridges, and embankments across ponds.] - - -	4343 feet.
Number of public ways crossed at grade, - - -	{ Thirteen,—11 on main road, 2 on branch road.
Number of railroads crossed at grade, - - -	Two.
Remarks, - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	Eight.
Flag stations, - - -	Ten.
Whole number of way stations, - - -	{ as above.
Whole number of flag stations, - - -	

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	151,714	
Miles run by freight trains, - - -	66,989	
Miles run by other trains, - - -	17,292	
Total miles run, - - -		235,995
Number of passengers carried in the cars, - - -	558,993	
Number of passengers carried one mile, - - -		9,706,190
Number of tons of merchandise carried in the cars, - - -	231,874	
Number of tons of merchandise carried one mile, - - -		5,863,416
Number of passengers carried one mile, to and from other roads, - - -		2,417,584
Number of tons carried one mile, to and from other roads, - - -		3,201,718
Rate of speed adopted for express passenger trains, including stops, - - -	33½ miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	31 75-100 miles per hour.	
Rate of speed adopted for accommodation trains, - - -	25 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	24 5-10 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	18 7-10 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	5,259,924.38	
Estimated weight in tons of merchandise cars, (not including freight, hauled one mile, - - -	6,223,278.10	

EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$24,940 54	
For repairs of wooden bridges, [including \$12,897 79 for renewing Charles River Bridge above the piles,]	15,215 47	
For renewals of iron, including laying down, [including in this and previous returns, new chairs, spikes, and also sleepers on track relayed,]	8,492 98	
For wages of switchmen, average per month, \$32.40,	} Total 5,870 95	
For wages of gate-keepers, average per month, \$28.31,		
For wages of signal-men, average per month, \$28.31,		
For wages of watchmen, average per month, \$30.00, [A part of watchmen's time not employed on switches, is in "miscellaneous."]		
Number of men employed, exclusive of those engaged in construction, [including an average of irregular hands,]	287	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	83 62	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	1,424 31	
Total for maintenance of way, -		\$56,027 87
MOTIVE POWER AND CARS.		
For repairs of locomotives, -	25,706 23	
For new locomotives to cover depreciation, -	1,911 62	
For repairs of passenger cars, -	13,130 79	
For new passenger cars, to cover depreciation, -	1,100 00	
For repairs of merchandise cars, -	6,240 24	
For new merchandise cars, to cover depreciation, -	500 00	
For repairs of gravel and other cars, -	208 29	
Total for maintenance of motive power and cars, -		48,797 17
Number of engines, -	21	
Number of passenger cars, [22 8-wheel & 4 4-wheel,]	48 4-wheel.	
Number of baggage cars, [3 8-wheel & 10 4-wheel,]	16 do	
Number of merchandise cars, [all 4-wheel,]	256 do	
Number of gravel cars, [all 4-wheel,]	21 do	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.,		
Wood, [includ. cost on account of water, \$299.20,]	\$37,664 89	
Coal, [not used,]		
For oil used by cars and engines, -	2,254 40	
For waste and other material for cleaning, [\$470.04 including in cost for "motive power and cars,"]		
For salaries, wages and incidental expenses chargeable to passenger department, -	21,938 86	
For salaries, wages and incidental expenses chargeable to freight department, -	*41,584 66	
For gratuities and damages, -	8,161 16	
For taxes and insurance, [insurance \$121.00,]	3,077 70	
For ferries, -		
For repairs of station buildings, aqueducts, fixtures, furniture, -	20,674 10	
For interest, -	1,375 90	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -		
For amount paid other companies, as rent for use of their roads, specifying each company, -		

* Of this amount, \$17,656 37 is for loading and unloading Upper Railroad merchandise, since February 1, which, before that time, was not done by this corporation.

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For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	16,327 32	
Total miscellaneous, - - - - -		153,058 99
Total expenditures for working the road, - - -		257,884 03
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned by Co.,	} Total,	*177,372 55
2. To and from other roads, specifying what, -		
<i>For freight:—</i>		
1. On main road and branches owned by company,	} Total,	*221,210 80
2. To and from other connecting roads, -		
Expresses and miscellaneous, - - - - -		2,880 70
U. S. mails, - - - - -		3,984 18
Rents, - - - - -		589 41
From Nashua and Lowell R. R. for use of an engine,		383 29
		7,837 65
Total income, - - - - -		406,421 00
Net earnings, after deducting expenses, - - -		148,536 97
DIVIDENDS.		
Per cent. Total, [Two of 4 per cent. each.]		146,400 00
Surplus not divided, - - - - -		2,136 97
Surplus last year, - - - - -		159,852 81
Total surplus, - - - - -		161,989 78
[From which is to be deducted the dividend of 4 per cent., payable Jan. 1, 1851, - - - - -]		73,200 00
		88,789 78

* The division of the passenger and merchandise receipts is given as follows:—

FROM PASSENGERS.	
Boston and Lowell Railroad, - - - - -	\$136,758 37
In connection with Nashua Railroad, - - - - -	14,227 35
" " " Concord Railroad, - - - - -	11,796 21
" " " Northern Railroad, - - - - -	2,697 70
" " " B., Concord and Montreal Railroad, - - - - -	4,001 02
" " " Vermont Central Railroad, - - - - -	3,074 32
" " " Passumpsic Railroad, - - - - -	2,923 64
" " " Claremont Railroad, - - - - -	916 62
" " " Contoocook V. Railroad, - - - - -	977 32
	<u>\$177,372 55</u>
FROM FREIGHT.	
Boston and Lowell Railroad, - - - - -	\$124,672 93
In connection with Nashua Railroad, - - - - -	15,587 95
" " " Concord Railroad, - - - - -	28,700 26
" " " Northern Railroad, - - - - -	10,527 60
" " " Montreal Railroad, - - - - -	8,532 75
" " " Vermont Central Railroad, - - - - -	10,580 17
" " " Passumpsic Railroad, - - - - -	10,695 85
" " " Stony Brook Railroad, - - - - -	2,145 78
" " " Wilton Railroad, - - - - -	4,881 64
" " " Claremont Railroad, - - - - -	3,350 34
" " " Contoocook Railroad, - - - - -	1,537 53
Carrying Mails, Expresses, &c., - - - - -	7,837 65
	<u>\$229,048 45</u>

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	} Nothing.
Buildings, -	-	-	-	-	
Engines and cars, -	-	-	-	-	

During the last year the following contract has been executed by and between this Corporation and the Nashua and Lowell Railroad Corporation. And during the same time, similar ones have also been executed by and between this Corporation and the Concord Railroad Company, the Boston, Concord, and Montreal Railroad Company, the Concord and Claremont Railroad Company, the Contocook Valley Railroad Company, the Northern Railroad Company, in New Hampshire; and the Connecticut and Passumpsic Rivers Railroad Company, in Vermont:—

This agreement, made and concluded this thirty-first day of January, A. D. 1850, by and between the Nashua and Lowell Railroad Company, a corporation established by the laws of the States of Massachusetts and New Hampshire, of the first part, and the Boston and Lowell Railroad Corporation, a corporation established by the laws of the State of Massachusetts, of the second part, witnesseth,

That, for the purpose of greater convenience to the public in the despatch of the joint business of the two companies,—meaning by “joint business,” any business jointly participated in by them, originating upon one and terminating upon the other, of the two roads respectively, whether relating to the transportation of passengers, or of freight, and whether extending to the joint use in such business, of the whole or only connected parts of their respective railroads, as well as for the purpose of defining their separate relations to each other, in the transaction of that business, the said parties hereby mutually agree with each other, as follows:

First. Each party is authorized to undertake and agree for both, and will so undertake and agree for the transaction of any such joint business as aforesaid, subject to the modifications hereafter set forth. Not intending hereby to affect the separate remedies of each against the other, for the fulfilment of this, and other agreements, nor to give the public any rights of action against both, or either, separately, which they do not now possess,

Second. Each party, upon its respective road, will furnish for the joint business, necessary and suitable station and depot accommodations; furnish and sell tickets to passengers, and will, with suitable and proper

care, receive and deliver all freight offered for transportation, including the loading and unloading necessary therefor. Each party will also collect, and be answerable to the other, for the dues and receipts on joint account, accruing on its separate road, and will render, and once in each month settle an account of the same, and pay over to the other party its proportion thereof.

Third. Each party will, upon its own road, furnish suitable motive power for the joint business, as also for the business of other connected railroad companies, jointly participated in by the two parties; and will transport the trains used therefor, promptly, and without unnecessary delay. It being understood, however, that the party of the second part are not obligated to transport in such trains more cars of the party of the first part, than are reasonably sufficient for the proper transaction of such joint business.

Fourth. The party of the first part shall furnish all necessary and suitable passenger and freight cars for the joint business, and shall sufficiently equip them with conductors, brakemen, baggage-men, and other necessary agents and servants to take charge thereof: Also furnish oil, waste and stove fuel necessary for the same. It being agreed by the party of the first part, that such conductors, and other servants of theirs, while upon the road of the party of the second part, shall be as fully under the direction of the agent of that road, as if they were in the service of that road; and subject to be suspended upon like grounds.

Said party of the first part shall also take all risk and liability, and indemnify from all cost and expense the other party, for injury, damage or loss, which may happen to such cars, or to their servants employed in managing them, or to the passengers or freight carried on joint account, while they are upon or passing over the road of the second party, as fully as if such cars and servants, passengers and freight, were upon or passing over their own road; such risk and liability to extend to any such servants, passengers or freight, which may happen to be in or upon the cars of the party of the second part, or of any other connected railroad company, as well as to passengers, servants or freight, in and upon their own cars as aforesaid.

It is however, understood, in regard to said first party's liability for the safe care and custody of joint freight, while upon the road of the second party, that such liability shall not commence upon upward freight, until it is delivered on board the cars of the first party, and shall terminate upon downward freight when it is delivered to the servants of the second party at the station of its destination.

Fifth. Joint tariffs of fares and freight shall be mutually agreed on; though without prejudice to the right of either party to fix their own local

tariffs. The mode of division of joint freight shall be as follows : On all through freight said second party shall be entitled to retain or receive from the joint tariff, eighty-two and a half cents per ton, remitting to the party of the first part all excess over and above that sum. Of said eighty-two and a half cents, it is understood that twenty cents are retained as compensation for depot accommodations, for loading and unloading, and for all other services performed and charges and risk sustained by said second party, after receipt of freight, before loading or delivery : And that the remaining sixty-two and a half cents are intended as a compensation for the general cost of transportation over the road of said second party. Said twenty cents per ton are to be retained by said second party on all partially through freight, as well as upon all wholly through freight. But of the remaining sixty-two and a half cents per ton, only such a proportional part is to be retained by said party on partially through freight, as the distance such freight is carried upon said second party's road bears to twenty-five miles, the whole distance from Boston to the junction of said first party's road at Lowell ; excepting, that in all instances, where the party of the first part receive the same price for downward freight to Woburn, or to any station below it, as for the whole distance to Boston, the party of the second part shall retain the full price to Boston.

It is understood, as a part of this article, that, as the second party shall do the loading and unloading, at the Boston and East Cambridge, and other stations, it shall not be necessary for the first party to furnish servants to attend to and assist in receiving freight at those stations.

It is also understood, as a part of this article, that if it shall be necessary for the party of the second part to furnish freight accommodations at East Cambridge, instead of Boston, said party will bear the expense of all tolls incurred in transporting such freight to and from Boston over Craigie's bridge.

Sixth. The division of joint fares shall continue as at present, by which said second party shall receive forty-four cents on each passenger carried over the whole length of their road, and a proportional price for each passenger over any part thereof. It is, however, understood and agreed, as a part of this contract, that either party shall be at liberty to annul this section, at thirty days' notice.

Seventh. Said second party shall, at the request of the first party, or, whenever they themselves deem it necessary, examine and repair the cars of the first party at the second party's machine shop at East Cambridge, and shall be suitably compensated by the first party therefor. Said second party are not, however, by so doing, to assume and incur any risk arising from the imperfection of such cars, after being examined

or repaired as aforesaid, nor shall said second party repair such car or cars if said first party prefer to repair them elsewhere, and will take them out of the train.

Eighth. In adopting arbitrary estimates of the weight of car-loads, upon which to base the settlement of freight accounts, it is agreed that a cord of wood or bark, a perch (of twenty-five cubic feet) of stone, and a thousand of bricks, are each to be estimated as a ton of ordinary merchandise. Other arbitrary estimates of weights shall be in accordance with the accompanying tariff, unless altered by the consent of both parties.

Ninth. Each party shall allow to the president, directors, superintendent or agent, treasurer, and corporation clerk of the other party, the right of free passage at any time over their respective roads. Each party shall also have the privilege of sending free on the other's road, any person in their employment, and going necessarily upon their business. It being understood that in such cases passes are to be given only by the president, and superintendent, or agent, and that each pass shall state the name of the bearer, and shall only be good for a single trip, in one direction.

Tenth. An express-man may pass over the road of the party of the second part, upon the business of the party of the first part. Further regulations of this portion of the joint business are contained in a special agreement between the parties hereto, and other connected railroad companies, to which reference is hereby made.

Eleventh. The party of the first part are hereby authorized to do the business of the Stony Brook and Wilton Railroads, so far as connected with the road of the second party, upon the same terms as if such business were their own, and all the above mutual stipulations shall apply to such business, in the same manner as if originally and exclusively that of the party of the first part.

It being understood, however, that both said parties shall keep separate accounts of the business, coming from or going to said other mentioned roads.

Twelfth. This contract shall take effect, and remain in force for six months, from and after the first day of January, A. D. 1850, and may be terminated at any time after that period, on either party's giving written notice to that effect, three months in advance, with the exception as to the sufficiency of thirty days' notice, to terminate section 6th, as before provided. It is however, understood, in regard to that section, that its termination shall not affect other portions of this contract, unless specially agreed.

Thirteenth. All previous agreements between the parties, upon the

above subject matters, shall be terminated on said first day of January, A. D. 1850.

Nashua and Lowell Railroad Corporation. By

DANIEL ABBOT,
CHARLES F. GOVE,
WM. BOARDMAN.

Boston and Lowell Railroad Corporation. By

WM. STURGIS, *President*.
WALDO HIGGINSON, *Agent*.

The following "fatal accidents and serious injuries," have occurred upon the Boston and Lowell Railroad, during the year ending November 30, 1850 :—

January 19, 1850.—Cosman Lund, merchandise conductor, in the employment of the Boston, Concord and Montreal Railroad Company, was crushed between two cars at Boston, and so injured that he died on the 21st, at Concord, N. H.

February 6.—James H. Nutter, whilst crossing the Railroad at Water street, East Cambridge, was run over by a passenger train, and instantly killed. A coroner's jury acquitted the corporation of blame.

March 28.—The engine of the accommodation train, which left Boston at 7.5, A. M., met with a slight accident in Medford. Whilst stopping for repairs, and there being at the time a severe snow storm, this train was overtaken by the express train, which left Boston at 7½ A. M. The engine of the latter struck a car in the forward train, and seriously injured two passengers, Mr. Philo Bevan, of Connecticut, and Margaret McGuire, of Lowell. The former has recovered. The latter is recovering. At this collision, the fireman of the express train, Waterman Brown, jumped from the engine, and his arm was so injured as to require amputation.

May 13.—Edward McCarthy got upon the railroad causeway, south of Miller's river, in East Cambridge, by climbing up the side walls, after having been forbidden by the Water street gateman to enter on it. Whilst walking on the track, at that place, he was run over by a passenger train, and instantly killed.

November 20.—An axle broke under the tender of an engine, on a passenger train, at Concord river. Some of the cars were thrown from

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the track, and one passenger, Stillman Brown, was somewhat injured ; whether seriously or not, has not yet been determined.

All which is respectfully submitted,

WM. STURGIS,
JOSEPH TILDEN,
EBEN. CHADWICK,
GEO. W. LYMAN,
Directors.

Boston, November 30, 1850.

SUFFOLK, ss. *January 1, 1851.* Then personally appeared, the above named William Sturgis, Joseph Tilden, Ebenezer Chadwick, and George W. Lyman, and severally made oath, that the within return, by them subscribed, was true, according to their best knowledge and belief.

Before me, J. THOMAS STEVENSON, *Justice of the Peace.*

SIXTEENTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD COMPANY.

Return of the Boston and Maine Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$4,155,700 00
[Amount authorized by Legislature, 45,500		
" issued to State, 1,000		
" subscribed for and issued, 41,557]		
Increase of capital since last report, - - -	Nothing.	
Capital paid in per last report, - - -	\$3,715,896 52	
Capital paid in since last report, - - -	253,225 00	
Total amount of capital stock paid in, - - -		3,969,094 52
Funded debt, per last report, - - -	166,000 00	
Funded debt, paid since last report, - - -	13,000 00	
Funded debt, increase of, since last report, - - -	Nothing.	
Total present amount of funded debt, - - -		153,000 00
Floating debt, per last report, - - -	104,035 97	
Floating debt, paid since last report, - - -	97,035 97	
Floating debt, increase of, since last report, - - -	Nothing.	
Total present amount of floating debt, - - -		7,000 00
Total present amount of funded and floating debt, - - -		160,000 00
Average rate of interest per annum paid during the year, - - -	5.096 per cent.	
Maximum amount of floating debt for each month during the year, viz.: January, \$57,300; February, \$56,300; March, \$30,000; April, \$7,700; May, \$7,000; June, \$7,000; July, \$7,000; August, \$7,000; September, \$7,000; October, \$7,000; November, \$7,000; December, \$7,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	\$864,824 44	
For graduation and masonry paid during the past year, - - -	16,688 91	
Total amount expended for graduation and masonry, - - -		881,513 35
For wooden bridges, per last report, - - -	363,596 88	
For wooden bridges paid during the past year, - - -	815 49	
Total amount expended for wooden bridges, - - -		364,412 37
Total amount expended for iron bridges, (if any,) - - -	Nothing.	
For superstructure, including iron, per last report, - - -	980,449 89	
For superstructure, including iron, paid during the past year, - - -	4,074 00	
Total amount expended for superstructure, including iron, - - -		984,523 89
For stations, buildings and fixtures, per last report, - - -	444,746 60	
For stations, buildings and fixtures, paid during the past year, - - -	27,388 84	
Total amount expended for stations, buildings and fixtures, - - -		472,135 44

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For land, land-damages and fences, per last report, -	\$719,750 73	
For land, land-damages and fences, paid during the past year, -	23,353 25	
Total amount expended for land, land-damages and fences, -		\$743,103 58
For locomotives, per last report, -	124,050 00	
For locomotives, paid during the past year, -	14,350 00	
Total amount expended for locomotives, -		138,400 00
For passenger and baggage cars, per last report, -	60,317 00	
For passenger and baggage cars, paid during the past year, -	4,273 00	
Total amount expended for passenger and baggage cars, -		64,590 00
For merchandise cars, per last report, -	102,528 80	
For merchandise cars, paid during the past year, [charged off more than paid,] -	1,421 10	
Total amount expended for merchandise cars, -		101,107 70
For engineering, per last report, -	Nothing returned separately.	
For engineering, paid during the past year, -	653 71	
Total amount expended for engineering, -	Not known.	
For agencies and other expenses, per last report, [and engineering,] -	269,793 48	
For agencies and other expenses, paid during the past year, -	1,373 07	
Total amount expended for agencies and other expenses, [and engineering for one year,] -		271,820 26
Total cost of road and equipment, -		4,021,606 50

CHARACTERISTICS OF ROAD.

Length of road, -	74 26-100 miles.	
Length of single main track, -	46 47-100 "	
Length of double main track, -	27 79-100 "	
Length of branches owned by the company, stating whether they have a single or double track, -	8 79-100 " of which,	
Aggregate length of sidings and other tracks, excepting main track and branches, -	1 4-100 " is double.	
Weight of rail per yard in main road, -	15 44-100 "	
Weight of rail per yard in branch roads, -	Nearly three miles of 48 lbs. ; balance, 56 and 60.	
Specify the different weights per yard, -	48 to 60 lbs.	
Maximum grade, with its length in main road, -	48, 56, 60. [a mile.	
Maximum grade, with its length in branch roads, -	47½ ft. per mile for 77-100 of	
Total rise and fall in main road, -	36 ft. for 1 41-100 mile.	
Total rise and fall in branch roads, -	1498 feet.	
Shortest radius of curvature, with length of curve in main road, -	146 feet.	
Shortest radius of curvature, with length of curve in branch roads, -	Rad. 1050 ft. ; length, 1150	
Total degrees of curvature in main road, -	Rad. 573 ft. ; length, 218	
Total degrees of curvature in branch roads, -	1988 deg. [1000 ft.	
Total length of straight line in main road, -	456½ deg.	
Total length of straight line in branches, -	49 73-100 miles.	
Aggregate length of wooden truss bridges, -	5 81-100 miles.	
Aggregate length of all other wooden bridges, -	2612 feet.	
Aggregate length of iron bridges, -	7007 feet.	
Whole length of road unfenced on both sides, -	Nothing.	
Number of public ways crossed at grade, -	3 20-100 miles.	
Number of railroads crossed at grade, -	92	
Remarks, -	3	

Way stations for express trains, - - -	2
Way stations for accommodation trains, - - -	18
Flag stations, - - -	15
Whole number of way stations, - - -	18
Whole number of flag stations, - - -	15

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	344,380
Miles run by freight trains, - - -	77,083
Miles run by other trains, - - -	47,127
Total miles run, - - -	468,590
Number of passengers carried in the cars, [including Great Falls and Conway Railroad,] - - -	1,221,071
Number of passengers carried one mile, - - -	19,788,934
Number of tons of merchandise carried in the cars, - - -	143,673
Number of tons of merchandise carried one mile, - - -	4,465,801
Number of passengers carried one mile, to and from [Manchester and Lawrence, Portsmouth, Saco, and Portland, and South Reading Branch,] - - -	5,962,868
Number of tons carried one mile, to and from other roads, - - -	683,691
Rate of speed adopted for express passenger trains, including stops, - - -	32 miles.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	31 "
Rate of speed adopted for accommodation trains, [including stops,] - - -	23 "
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 "
Average rate of speed actually attained by special trains, including stops and detentions, - - -	20 "
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10 "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	13,968,659
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	12,881,700

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$49,145 52
For repairs of wooden bridges, - - -	2,937 81
For renewals of iron, including laying down, - - -	
For wages of switchmen, av. per mo., \$396.11 1-6	
For wages of gate-keepers, av. per mo., 168.20 1-2	
For wages of signal men, av. per mo., 109.68 1-6	
For wages of watchmen, av. per mo., 345.81 5-6	
Number of men employed exclusive of those engaged in construction, - - -	507
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	1,199 02
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	928 96
Total for maintenance of way, - - -	

Total, } 12,237 80

66,449 11

MOTIVE POWER AND CARS.

For repairs of locomotives, [\$23,209 55; and depreciation, \$221 12; and depreciation of stock in engine shop, \$665 96,] - - -	24,096 63
For new locomotives, to cover depreciation, - - -	

For repairs of passenger cars, [\$10,236 85; depreciation, \$2,484 25; car burnt, \$2,000; depreciation of stock in car shop, \$1,124 92,] -	\$15,846 02
For new passenger cars, to cover depreciation, -	
For repairs of merchandise cars, -	4,590 79
For new merchandise cars, to cover depreciation, -	
For repairs of gravel and other cars, -	474 39
Total for maintenance of motive power and cars, -	\$45,007 83
Number of engines, -	27
Number of passenger cars, -	34
Number of baggage cars, -	14
Number of merchandise cars, [long and short, 315, equal to] -	460 short cars.
Number of gravel cars, -	32

MISCELLANEOUS.

For fuel used by engines during the year, viz., -	57,042 33
Wood, - - - - \$56,748 83	
Coal, - - - - 293 50	
For oil used by cars and engines, - - - -	7,672 55
For waste and other material for cleaning, -	1,240 87
For salaries, wages and incidental expenses, chargeable to passenger department, -	46,023 62
For salaries, wages and incidental expenses, chargeable to freight department, -	27,573 36
For gratuities and damages, - - - -	11,568 02
For taxes and insurance, - - - -	9,530 91
For ferries, - - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	5,204 69
For interest, - - - -	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	Nothing.
For amount paid other companies as rent for use of their roads, specifying each company, -	Nothing.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, [\$353 22 interest paid, included,]	12,164 73
Total miscellaneous, - - - -	178,021 08
Total expenditures for working the road, -	289,478 02

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -	387,681 53
2. To and from other roads, specifying what,* -	
[Interest received,] - - - -	2,520 73

* Portland, Saco and Portsmouth Railroad, -	\$75,225 54
Manchester and Lawrence do. -	11,246 36
South Reading Branch do. -	4,693 14
	\$91,225 04

<i>For freight :—</i>					
1. On main road and branches owned by company,					\$187,914 76
2. To and from other connecting roads,*	-	-	-	-	
U. S. mails,	-	-	-	-	6,618 92
Rents,	-	-	-	-	10,227 51
Total income,	-	-	-	-	\$594,963 45
Net earnings, after deducting expenses,	-	-	-	-	285,057 11
DIVIDENDS.					
Five per cent. total, [on 41,557 shares,]	-	-	-	-	207,785 00
Surplus not divided, [earned this year,]	-	-	-	-	77,272 11
Surplus last year,	-	-	-	-	45,293 35
Total surplus,	-	-	-	-	122,565 46
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.					
Road and bridges,	-	-	-	-	1,213 67
Buildings,	-	-	-	-	8,639 46
Engines and cars,	-	-	-	-	10,575 19
					<u>20,428 32</u>
* Coheco Railroad,	-	-	-	-	\$6,829 59
Manchester and Lawrence Railroad,	-	-	-	-	8,485 04—9 mos.
South Reading Branch do.	-	-	-	-	1,276 23—3 "

The following serious and fatal accidents have occurred on this road during the year ending November 30, 1850 :—

Dec. 5, 1849.—Boman Abbott, Reading. Leg broken by driving on the track, while a train was passing the highway.

March 4, 1850.—Miles Seavy; killed by coming in contact with a bridge at South Reading, while on a freight train.

March 21.—Mr. Whittemore; leg broken by jumping off train at Prison Point, when the cars were in motion.

March 25.—Samuel Eaton; killed at Plaistow, while pushing some dump cars.

Oct. 23.—Man killed at Exeter, by falling from passenger train, he being intoxicated at the time.

Nov. 4.—James Pratt, Medford; legs broken by collision at Medford junction.

JOHN HOWE,
SAMUEL A. WALKER,
JOHN FLINT,
GEO. H. KUHN,
SOUTHWORTH SHAW,
WM. HALE,
SAMUEL BATCHELDER.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 13, 1851.* Then personally appeared the above John Howe, Samuel A. Walker, John Flint, Geo. H. Kuhn, Southworth Shaw, William Hale, and Samuel Batchelder, and made oath that the above report by them subscribed, is true, according to the best of their knowledge and belief. Before me,

GEORGE MINOT, *Justice of the Peace.*

The undersigned have examined the foregoing Report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,
Commissioner for Massachusetts.

GREENLEAF CLARKE,
Commissioner for New Hampshire.

JOHN ANDERSON,
Commissioner for Maine.

NINETEENTH ANNUAL REPORT

OF THE

BOSTON AND PROVIDENCE RAILROAD CORPORATION.

Return of the Boston and Providence Railroad Corporation, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - -	\$3,160,000 00
Increase of capital since last report, - - - -	None.
Capital paid in per last report, - - - -	3,160,000 00
Capital paid in since last report, - - - -	None.
Total amount of capital stock paid in, - - - -	3,160,000 00
Funded debt, per last report, - - - -	111,500 00
Funded debt paid since last report, - - - -	None.
Funded debt, increase of, since last report, - - - -	145,500 00
Total present amount of funded debt, - - - -	257,000 00
Floating debt, per last report, - - - -	113,200 00
Floating debt paid since last report, - - - -	98,400 00
Floating debt, increase of, since last report, - - - -	None.
Total present amount of floating debt, - - - -	14,800 00
Total present amount of funded and floating debt, - - - -	271,800 00
Average rate of interest per annum paid during the year, - - - -	6 per cent.
<p>Maximum amount of debt for each month during the year, viz.: January, \$259,312 50; February, \$237,081 25; March, \$245,665 70; April, \$248,353 20; May, \$254,821 95; June, \$297,187 50; July, \$297,187 50; August, \$273,667 50; September, \$259,800 00; October, \$229,800 00; November, \$221,800 00; December, \$271,800 00.</p>	
COST OF ROAD AND EQUIPMENT.	
Cost of road and equipment, including Seekonk, Pawtucket, Dedham, and West Roxbury Branches: One half cost of 5½ miles of Providence and Worcester Railroad, including city station, in Providence, per last report, - - - -	3,370,269 98
Amount expended on West Roxbury Branch, during the past year, - - - -	45,962 53
Total cost of road and equipment, - - - -	3,416,232 51
CHARACTERISTICS OF ROAD.	
Length of road, - - - -	41 miles.
Length of single main track, - - - -	25½ do
Length of double main track, - - - -	15½ do
Length of branches owned by the Company, - - - -	12 do single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - -	6 9-10 miles.
Weight of rail per yard in main road, - - - -	56 to 58 lbs.

Weight of rail per yard in branch roads, - -	37½ to 58 lbs.
Specify the different weights per yard, - -	37½, 56, 58 lbs.
Maximum grade, with its length in main road, -	37½ ft per mile—26,700 ft.
Maximum grade, with its length in branch roads, -	52 27-100 do. — 1509 ft.
Total rise and fall in main road, - - -	505 41-100 feet.
Total rise and fall in branch roads, - - -	316 87-100 feet.
Shortest radius of curvature, with length of curve in main road, - - -	1910 feet—700 feet.
Shortest radius of curvature, with length of curve in branch roads, - - -	900 feet—1500 feet.
Total degrees of curvature in main road, - -	342 12-60.
Total degrees of curvature in branch roads, -	416 14-60.
Total length of straight line in main road, -	35½ miles.
Total length of straight line in branches, - -	8 37-100 miles.
Aggregate length of wooden truss bridges, - -	2139 1-6 feet.
Aggregate length of all other wooden bridges, -	1520 feet.
Aggregate length of iron bridges, - - -	246 do
Whole length of road unfenced on both sides, -	Whole road fenced.
Number of public ways crossed at grade, - -	41
Number of railroads crossed at grade, - - -	1
Remarks, - - -	- - -
Way stations for express trains, - - -	1
Way stations for accommodation trains, - - -	25
Flag stations, - - -	6
Whole number of way stations, - - -	25
Whole number of flag stations, - - -	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	190,830
Miles run by freight trains, - - -	61,120
Miles run by other trains, - - -	-
Total miles run, - - -	251,950
Number of passengers carried in the cars, - -	591,949
Number of passengers carried one mile, - - -	8,412,205
Number of tons of merchandise carried in the cars, -	104,203
Number of tons of merchandise carried one mile, -	2,222,150
Number of passengers carried one mile, to and from other roads, - - -	2,582,549
Number of tons carried one mile, to and from other roads, - - -	959,491
Rate of speed adopted for express passenger trains, including stops, - - -	34½ miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	34½ do do
Rate of speed adopted for accommodation trains, -	30 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	25 do do
Average rate of speed actually attained by special trains, including stops and detentions, - -	20 do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	14 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	10,500,000
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	8,500,000

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$18,583 10
For repairs of wooden bridges, - - -	948 28

For renewals of iron, including laying down, -		
For wages of switchmen, av. per mo., \$30 00, -		
For wages of gate-keepers, av. per mo., \$20 83, -		
For wages of signal men, av. per mo., \$20 83, -		
For wages of watchmen, av. per mo., \$30 00, -		
Number of men employed, exclusive of those engaged in construction, December 31, 1850, -	197	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		1,222 45
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -		970 56
Total for maintenance of way, -		27,490 53
MOTIVE POWER AND CARS.		
For repairs of locomotives, -		10,048 37
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, -		4,683 82
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, -		3,238 80
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, -		38 62
Total for maintenance of motive power and cars, -		18,009 61
Number of engines, -	19	
Number of passenger cars, -	28	
Number of baggage cars, -	10	
Number of merchandise cars, -	80	
Number of gravel cars, -	20	
MISCELLANEOUS.		
For fuel used by engines during the year, viz. :		
Wood, -		44,101 67
For oil used by cars and engines, -		3,299 08
For waste and other material for cleaning, -		989 94
For salaries, wages and incidental expenses, chargeable to passenger department, -		26,815 20
For salaries, wages and incidental expenses, chargeable to freight department, -		20,301 94
For gratuities and damages, -		898 31
For taxes and insurance, -		4,666 46
For ferries, -		
For repairs of station buildings, aqueducts, fixtures, furniture, -		3,386 26
For interest, -		2,650 89
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -		
For amount paid other companies, as rent for use of their roads, specifying each company, -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -		9,330 37
Total miscellaneous, -		116,440 12
Total expenditures for working the road, -		161,930 26

INCOME DURING THE YEAR.**For passengers:—**

1. On main road, including branches owned by company, -	182,430 73
---	------------

2. To and from other branches, viz.:			
Taunton Branch,	-	\$31,899	27
Stoughton Branch,	-	9,128	33
Norfolk County,	-	8,863	17
			<hr/>
			\$49,890 77
<i>For freight:—</i>			
1. On main road and branches owned by company,			97,560 11
2. To and from other connecting roads, viz.:			
Taunton Branch,	-	\$18,823	88
Stoughton Branch,	-	5,310	02
Norfolk County,	-	6,010	60
			<hr/>
			30,144 50
U. S. mails,	-	-	6,405 75
Rents, [and Dividends from Stoughton Br. Railroad,]	-	-	4,295 40
Total income,	-	-	370,727 26
Net earnings, after deducting expenses,	-	-	208,797 00
<hr/>			
DIVIDENDS.			
Dividends, 5½ per cent.,	-	\$173,800	00
Bond interest,	-	9,375	00
			<hr/>
			183,175 00
Surplus,	-	25,622	00
Surplus, per last report,	-	36,351	34
			<hr/>
			61,973 34
<hr/>			
Charged off, viz.:			
Discount on par value of corporation bonds,	-	-	-
for \$95,500 00,	-	3,581	25
Profit and loss,	-	421	58
			<hr/>
			4,002 83
Surplus, January 1, 1851,	-	-	57,870 51

ACCIDENTS DURING THE YEAR.

June 1, 1850.—John Callahan, a passenger, while intoxicated, left his seat in the car to stand on the footboard, from which he fell and was mortally hurt.

November 8.—Edward Munsey, a boy nine years old, while playing on the railroad, ran into the track in front of an engine, and was killed.

C. H. WARREN,
WM. AMORY,
WILLIAM DWIGHT,
G. R. RUSSELL.

NORFOLK, ss. January 29, 1851. Then personally appeared, George R. Russell, aforementioned, and made oath that the within return, above subscribed, was true, according to his best knowledge and belief.

Before me, FRAN'S GEO. SHAW, *Justice of the Peace.*

SUFFOLK, ss. January 30, 1851. Then personally appeared Charles H. Warren, William Amory, and William Dwight, above named, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

GEO. BATY BLAKE, *Justice of the Peace.*

SIXTEENTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD COMPANY.

Return of the Boston and Maine Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$4,155,700 00
[Amount authorized by Legislature; 45,500		
" issued to State, 1,000		
" subscribed for and issued, 41,557]		
Increase of capital since last report, - - - - -	Nothing.	
Capital paid in per last report, - - - - -	\$3,715,896 52	
Capital paid in since last report, - - - - -	253,225 00	
Total amount of capital stock paid in, - - - - -		3,969,094 52
Funded debt, per last report, - - - - -	166,000 00	
Funded debt, paid since last report, - - - - -	13,000 00	
Funded debt, increase of, since last report, - - - - -	Nothing.	
Total present amount of funded debt, - - - - -		153,000 00
Floating debt, per last report, - - - - -	104,035 97	
Floating debt, paid since last report, - - - - -	97,035 97	
Floating debt, increase of, since last report, - - - - -	Nothing.	
Total present amount of floating debt, - - - - -		7,000 00
Total present amount of funded and floating debt, - - - - -		160,000 00
Average rate of interest per annum paid during the year, - - - - -	5.096 per cent.	
Maximum amount of floating debt for each month during the year, viz.: January, \$57,300; February, \$56,300; March, \$30,000; April, \$7,700; May, \$7,000; June, \$7,000; July, \$7,000; August, \$7,000; September, \$7,000; October, \$7,000; November, \$7,000; December, \$7,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	\$864,824 44	
For graduation and masonry paid during the past year, - - - - -	16,688 91	
Total amount expended for graduation and masonry, - - - - -		881,513 35
For wooden bridges, per last report, - - - - -	363,596 88	
For wooden bridges paid during the past year, - - - - -	815 49	
Total amount expended for wooden bridges, - - - - -		364,412 37
Total amount expended for iron bridges, (if any,) - - - - -	Nothing.	
For superstructure, including iron, per last report, - - - - -	980,449 89	
For superstructure, including iron, paid during the past year, - - - - -	4,074 00	
Total amount expended for superstructure, including iron, - - - - -		984,523 89
For stations, buildings and fixtures, per last report, - - - - -	444,746 60	
For stations, buildings and fixtures, paid during the past year, - - - - -	27,388 84	
Total amount expended for stations, buildings and fixtures, - - - - -		472,135 44

For land, land-damages and fences, per last report, -	\$719,750 73	
For land, land-damages and fences, paid during the past year, -	23,353 25	
Total amount expended for land, land-damages and fences, -		\$743,103 58
For locomotives, per last report, -	124,050 00	
For locomotives, paid during the past year, -	14,350 00	
Total amount expended for locomotives, -		138,400 00
For passenger and baggage cars, per last report, -	60,317 00	
For passenger and baggage cars, paid during the past year, -	4,273 00	
Total amount expended for passenger and baggage cars, -		64,590 00
For merchandise cars, per last report, -	102,528 80	
For merchandise cars, paid during the past year, [charged off more than paid,] -	1,421 10	
Total amount expended for merchandise cars, -		101,107 70
For engineering, per last report, -	Nothing returned separately.	
For engineering, paid during the past year, -	653 71	
Total amount expended for engineering, -	Not known.	
For agencies and other expenses, per last report, [and engineering,] -	269,793 48	
For agencies and other expenses, paid during the past year, -	1,373 07	
Total amount expended for agencies and other expenses, [and engineering for one year,] -		271,890 26
Total cost of road and equipment, -		4,021,606 59

CHARACTERISTICS OF ROAD.

Length of road, -	74 26-100 miles.	
Length of single main track, -	46 47-100 "	
Length of double main track, -	27 79-100 "	
Length of branches owned by the company, stating whether they have a single or double track, -	8 79-100 " of which, 1 4-100 " is double.	
Aggregate length of sidings and other tracks, excepting main track and branches, -	15 44-100 "	
Weight of rail per yard in main road, -	Nearly three miles of 48 lbs.; balance, 56 and 60.	
Weight of rail per yard in branch roads, -	48 to 60 lbs.	
Specify the different weights per yard, -	48, 56, 60. [a mile.	
Maximum grade, with its length in main road, -	47½ ft. per mile for 77-100 of	
Maximum grade, with its length in branch roads, -	36 ft. for 1 41-100 mile.	
Total rise and fall in main road, -	1498 feet.	
Total rise and fall in branch roads, -	146 feet.	
Shortest radius of curvature, with length of curve in main road, -	Rad. 1050 ft.; length, 1150 ft.	
Shortest radius of curvature, with length of curve in branch roads, -	Rad. 573 ft.; length, 218 ft.	
Total degrees of curvature in main road, -	1988 deg. [1000 ft.	
Total degrees of curvature in branch roads, -	456½ deg.	
Total length of straight line in main road, -	49 73-100 miles.	
Total length of straight line in branches, -	5 81-100 miles.	
Aggregate length of wooden truss bridges, -	2612 feet.	
Aggregate length of all other wooden bridges, -	7007 feet.	
Aggregate length of iron bridges, -	Nothing.	
Whole length of road unfenced on both sides, -	3 20-100 miles.	
Number of public ways crossed at grade, -	92	
Number of railroads crossed at grade, -	3	
Remarks, -		

SIXTEENTH ANNUAL REPORT
OF THE
BOSTON AND MAINE RAILROAD COMPANY.

Return of the Boston and Maine Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$4,155,700 00
[Amount authorized by Legislature, 45,500		
" issued to State, 1,000		
" subscribed for and issued, 41,557]		
Increase of capital since last report, - - - - -	Nothing.	
Capital paid in per last report, - - - - -	\$3,715,896 52	
Capital paid in since last report, - - - - -	253,225 00	
Total amount of capital stock paid in, - - - - -		3,969,094 52
Funded debt, per last report, - - - - -	166,000 00	
Funded debt, paid since last report, - - - - -	13,000 00	
Funded debt, increase of, since last report, - - - - -	Nothing.	
Total present amount of funded debt, - - - - -		153,000 00
Floating debt, per last report, - - - - -	104,035 97	
Floating debt, paid since last report, - - - - -	97,035 97	
Floating debt, increase of, since last report, - - - - -	Nothing.	
Total present amount of floating debt, - - - - -		7,000 00
Total present amount of funded and floating debt, - - - - -		160,000 00
Average rate of interest per annum paid during the year, - - - - -	5.096 per cent.	
Maximum amount of floating debt for each month during the year, viz.: January, \$57,300; February, \$56,300; March, \$30,000; April, \$7,700; May, \$7,000; June, \$7,000; July, \$7,000; August, \$7,000; September, \$7,000; October, \$7,000; November, \$7,000; December, \$7,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	\$864,824 44	
For graduation and masonry paid during the past year, - - - - -	16,688 91	
Total amount expended for graduation and masonry, - - - - -		881,513 35
For wooden bridges, per last report, - - - - -	363,596 88	
For wooden bridges paid during the past year, - - - - -	815 49	
Total amount expended for wooden bridges, - - - - -		364,412 37
Total amount expended for iron bridges, (if any,) - - - - -	Nothing.	
For superstructure, including iron, per last report, - - - - -	980,449 89	
For superstructure, including iron, paid during the past year, - - - - -	4,074 00	
Total amount expended for superstructure, including iron, - - - - -		984,523 89
For stations, buildings and fixtures, per last report, - - - - -	444,746 60	
For stations, buildings and fixtures, paid during the past year, - - - - -	27,388 84	
Total amount expended for stations, buildings and fixtures, - - - - -		472,135 44

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For land, land-damages and fences, per last report, -	\$719,750 73	
For land, land-damages and fences, paid during the past year, -	23,353 25	
Total amount expended for land, land-damages and fences, -		\$743,103 58
For locomotives, per last report, -	124,050 00	
For locomotives, paid during the past year, -	14,350 00	
Total amount expended for locomotives, -		138,400 00
For passenger and baggage cars, per last report, -	60,317 00	
For passenger and baggage cars, paid during the past year, -	4,273 00	
Total amount expended for passenger and baggage cars, -		64,590 00
For merchandise cars, per last report, -	102,528 80	
For merchandise cars, paid during the past year, [charged off more than paid,] -	1,421 10	
Total amount expended for merchandise cars, -		101,107 70
For engineering, per last report, -	Nothing returned separately.	
For engineering, paid during the past year, -	653 71	
Total amount expended for engineering, -	Not known.	
For agencies and other expenses, per last report, [and engineering,] -	269,793 48	
For agencies and other expenses, paid during the past year, -	1,373 07	
Total amount expended for agencies and other expenses, [and engineering for one year,] -		271,820 26
Total cost of road and equipment, -		4,021,606 50

CHARACTERISTICS OF ROAD.

Length of road, -	74 26-100 miles.	
Length of single main track, -	46 47-100 "	
Length of double main track, -	27 79-100 "	
Length of branches owned by the company, stating whether they have a single or double track, -	8 79-100 " of which, 1 4-100 " is double.	
Aggregate length of sidings and other tracks, excepting main track and branches, -	15 44-100 "	
Weight of rail per yard in main road, -	Nearly three miles of 48 lbs.; balance, 56 and 60.	
Weight of rail per yard in branch roads, -	48 to 60 lbs.	
Specify the different weights per yard, -	48, 56, 60. [a mile.	
Maximum grade, with its length in main road, -	47½ ft. per mile for 77-100 of	
Maximum grade, with its length in branch roads, -	36 ft. for 1 41-100 mile.	
Total rise and fall in main road, -	1498 feet.	
Total rise and fall in branch roads, -	146 feet.	
Shortest radius of curvature, with length of curve in main road, -	Rad. 1050 ft.; length, 1150 ft.	
Shortest radius of curvature, with length of curve in branch roads, -	Rad. 573 ft.; length, 218 ft.	
Total degrees of curvature in main road, -	1988 deg. [1000 ft.	
Total degrees of curvature in branch roads, -	456½ deg.	
Total length of straight line in main road, -	49 73-100 miles.	
Total length of straight line in branches, -	5 81-100 miles.	
Aggregate length of wooden truss bridges, -	2612 feet.	
Aggregate length of all other wooden bridges, -	7007 feet.	
Aggregate length of iron bridges, -	Nothing.	
Whole length of road unfenced on both sides, -	3 20-100 miles.	
Number of public ways crossed at grade, -	92	
Number of railroads crossed at grade, -	3	
Remarks, -		

32 BOSTON AND WORCESTER RAILROAD.

U. S. mails,	-	-	-	-	\$10,513 42
Rents, [\$10,984 03; from sale of bonds, \$8,419 95,]	-	-	-	-	19,403 98
Total income,	-	-	-	-	757,946 79
Net earnings, after deducting expenses,	-	-	-	-	353,607 98
DIVIDENDS.					
6½ per cent. Total,	-	-	-	-	292,500 00
Surplus not divided,	-	-	-	-	61,107 98
Surplus last year,	-	-	-	-	8,408 68
Total surplus,	-	-	-	-	69,516 66
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:					
Road and bridges,	-	-	-	-	} None.
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

During the year ending November 30, 1850, there have been run five, and during seven months of the year, six regular passenger trains, daily, to and from Worcester; two trains to and from Milford; for five months there were five, and for seven months, four daily trains to and from Newton Lower Falls; from seven to nine, to and from Brookline; two each way, daily, between Natick and Saxonville; and two, each way, over the Milbury branch. No trip has been lost.

There have been carried in the cars, 1,001,989 passengers, or 19,551,021 passengers carried one mile. Of this number but one person has been injured, and he in consequence of an act of carelessness on his own part, in going upon the platform of the car while the train was in motion, in violation of the well known rules of the road.

Other accidents have occurred during the year, viz. :—

December 4, 1849.—Ezekiel Taylor, brakeman on a freight train, while passing under a bridge, was knocked down and slightly injured.

December 14.—Newell Bellows, of Westborough, in crossing the track at West Newton, was thrown from his wagon, and seriously injured. In this case the engine bell was ringing, and the signal-man made an attempt to stop him; but his attention was attracted by a train passing in the other direction, until it was too late for him to avoid the collision.

December 15.—Benjamin L. Pratt, and *December 17,* Charles Chapman, brakemen upon freight trains, while passing under bridges, were knocked down and slightly injured.

December 20.—Harding Daniels, of Holliston, in crossing the track near the Holliston station, on the Milford branch, was run over by a gravel train, and instantly killed.

December 24.—William Derrikes, an Irishman, while walking on the track in Newton, was knocked down, and sustained a slight injury.

May 9, 1850.—George Lowell, and *June 27*, J. W. Kingsbury, brakemen upon freight trains, were knocked down in passing under bridges, and were slightly injured.

July 10.—Peter Mansfield, a State pauper, while lying upon the track on the Saxonville branch, supposed to have been intoxicated, was run over, and instantly killed.

August 24.—George Adams, of Worcester, a passenger, returning from Boston in an excursion train, left his seat in the car, went upon the platform while the train was in motion, fell off, and was fatally injured.

November 14.—Jeremiah Fogarty, brakeman on a freight train, while passing under a bridge, was knocked down, and slightly injured.

THOS. HOPKINSON,
DAVID HENSHAW,
DANIEL DENNY,
NATH. HAMMOND,
BENJ. F. WHITE,
WILLIAM PARKER,
GEO. BATY BLAKE,
ISAAC EMERY,
TIMOTHY C. LEEDS,
Directors.

SUFFOLK, ss. *Boston, January 30, 1851.* Then personally appeared the above named Thomas Hopkinson, David Henshaw, Daniel Denny, Nathaniel Hammond, Benjamin F. White, William Parker, George B. Blake, Isaac Emery, and Timothy C. Leeds, and severally made oath that the foregoing Report, by them subscribed, is true, according to the best of their knowledge and belief. Before me,

GEORGE BENIS, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

CAPE COD BRANCH RAILROAD COMPANY.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Cape Cod Branch Railroad Company respectfully submit a Report of their doings for the year ending December 31, 1850, as is required by law.

Return of the Cape Cod Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$500,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$377,750 00	
Capital paid in since last report, - - - - -	43,800 00	
Total amount of capital stock paid in, - - - - -		421,550 00
Funded debt, per last report, - - - - -	171,800 00	
Funded debt paid since last report, - - - - -	None.	
Funded debt, increase of, since last report, - - - - -	Nothing.	
Total present amount of funded debt, - - - - -		171,800 00
Floating debt, per last report, - - - - -	65,129 15	
Floating debt paid since last report, - - - - -	40,795 81	
Floating debt, increase of, since last report, - - - - -	None.	
Total present amount of floating debt, - - - - -	24,333 34	
Total present amount of funded and floating debt, - - - - -		196,133 33
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$240,670 85; February, \$229,470 22; March, \$215,913 47; April, \$211,932,29; May, \$197,458 00; June, \$172,382 00; July, \$189,065 00; August, \$192,565 00; September, \$187,565 00; October, \$196,268 00; November, \$192,000 00; December, \$196,133 34.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	103,169 51	
For graduation and masonry paid during the past year, - - - - -	2,947 32	
Total amount expended for graduation and masonry, - - - - -		106,116 83
For wooden bridges, per last report, - - - - -	28,241 22	
For wooden bridges paid during the past year, - - - - -	432 04	
Total amount expended for wooden bridges, - - - - -	28,673 26	
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	262,540 07	
For superstructure, including iron, paid during the past year, - - - - -	590 87	

Total amount expended for superstructure, including iron, - - - - -		\$263,130 94
For stations, buildings and fixtures, per last report, -	\$34,501 04	
For stations, buildings and fixtures, paid during the past year, - - - - -	1,630 11	
Total amount expended for stations, buildings and fixtures, - - - - -		36,131 15
For land, land-damages and fences, per last report, -	54,353 28	
For land, land-damages and fences, paid during the past year, - - - - -	2,101 17	
Total amount expended for land, land-damages and fences, - - - - -		56,454 45
For locomotives, per last report, - - - - -	27,130 83	
For locomotives, paid during the past year, - - - - -	None.	
Total amount expended for locomotives, - - - - -		27,130 83
For passenger and baggage cars, per last report, - - -	15,376 14	
For passenger and baggage cars, paid during the past year, - - - - -	730 31	
Total amount expended for passenger and baggage cars, - - - - -		16,106 45
For merchandise cars, per last report, - - - - -	28,033 55	
For merchandise cars, paid during the past year, - - -	1,000 00	
Total amount expended for merchandise cars, - - - - -		29,033 55
For engineering, per last report, - - - - -	16,170 45	
For engineering paid during the past year, - - - - -	351 45	
Total amount expended for engineering, - - - - -		16,521 90
For agencies and other expenses, per last report, - - -	47,243 85	
For agencies and other expenses, paid during the past year, - - - - -	None.	
Total amount expended for agencies and other expenses, - - - - -		47,243 85
Total cost of road and equipment, - - - - -		626,543 21

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	27.8 miles.
Length of single main track, - - - - -	Same.
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	1.045
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	1.741
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	56 lbs.
Maximum grade, with its length in main road, - - - - -	40 ft. to a mile; 6.53 miles..
Maximum grade, with its length in branch roads, - - -	40 feet to a mile.
Total rise and fall in main road, - - - - -	481.19 feet.
Total rise and fall in branch roads, - - - - -	22.00 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	1953.32 ft.; length, 2159.35
Shortest radius of curvature, with length of curve in branch roads, - - - - -	[feet.
Total degrees of curvature in main road, - - - - -	300 feet.
Total degrees of curvature in branch roads, - - - - -	681° 00' 44".
Total length of straight line in main road, - - - - -	233°.
Total length of straight line in branches, - - - - -	18.003 miles.
Aggregate length of wooden truss bridges, - - - - -	0.213 of a mile.
Aggregate length of all other wooden bridges, - - - - -	434 feet.
Aggregate length of iron bridges, - - - - -	144 feet.
	None.

Whole length of road unfenced on both sides, -	None.	
Number of public ways crossed at grade, -	22	
Number of railroads crossed at grade, -	None.	
Remarks, -	-	
Way stations for express trains, -	None.	
Way stations for accommodation trains, -	8	
Flag stations, -	4	
Whole number of way stations, -	8	
Whole number of flag stations, -	4	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, -	34,806	
Miles run by freight trains, -	17,403	
Miles run by other trains, -	481	
Total miles run, -		52,690
Number of passengers carried in the cars, -	69,311	
Number of passengers carried one mile, -	1,125,381	
Number of tons of merchandise carried in the cars, -	20,781	
Number of tons of merchandise carried one mile, -	250,944	
Number of passengers carried one mile, to and from other roads, -	922,643	
Number of tons carried one mile, to and from other roads, -	173,181	
Rate of speed adopted for express passenger trains, including stops, -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	No express train.	
Rate of speed adopted for accommodation trains, -	21½ miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	21½ do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	21½ do do	
Average rate of speed adopted for freight trains, including stops and detentions, -	14 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	730,905	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	350,000	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$5,685 37	
For repairs of wooden bridges, -	120 73	
For renewals of iron, including laying down, -	None.	
For wages of switchmen, av. per mo., \$ -	Total, } 983 96	
For wages of gate-keepers, av. per mo., \$ -		
For wages of signal-men, av. per mo., \$ -		
For wages of watchmen, av. per mo., \$ -		
Number of men employed, exclusive of those engaged in construction, -	47	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	None.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	None.	
Total for maintenance of way, -		\$6,790 26
MOTIVE POWER AND CARS.		
For repairs of locomotives, -	\$1,700 56	
For new locomotives to cover depreciation, -	None.	
For repairs of passenger cars, -	975 80	

For new passenger cars, to cover depreciation, -	None.
For repairs of merchandise cars, -	\$1,100 95
For new merchandise cars, to cover depreciation, -	
For repairs of gravel and other cars, -	Included with merchandise.
Total for maintenance of motive power and cars, -	3,777 31
Number of engines, -	4
Number of passenger cars, -	7
Number of baggage cars, -	4
Number of merchandise cars, -	38
Number of gravel cars, -	40

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	
Wood, -	\$5,339 41
Coal, -	
For oil used by cars and engines, -	803 62
For waste and other material for cleaning, -	64 17
For salaries, wages and incidental expenses chargeable to passenger department, -	4,481 20
For salaries, wages and incidental expenses chargeable to freight department, -	3,894 88
For gratuities and damages, -	105 00
For taxes and insurance, -	193 74
For ferries, -	None.
For repairs of station buildings, aqueducts, fixtures, furniture, -	150 00 Estimated.
For interest, -	11,489 20 on bonds & debts.
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	
For amount paid other companies, as rent for use of their roads, specifying each company, -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	2,690 32
Total miscellaneous, -	\$29,211 54
Total expenditures for working the road, [not including interest,] -	28,289 91

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -	36,794 31
2. To and from other roads, specifying what, -	

For freight:—

1. On main road and branches owned by company, -	18,407 09
2. To and from other connecting roads, -	
U. S. mails, -	1,400 00
Rents, -	255 00
Total income, -	56,856 40
Net earnings, after deducting expenses, [and interest on bonded and floating debt, \$11,489 20,] -	17,077 29
[Net income, not deducting interest on debt, -	28,566 49

DIVIDENDS.

Per cent. Total, -	-
Surplus not divided, -	-

Surplus last year, -	-	-	-	-	-
Total surplus, -	-	-	-	-	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges, -	-	-	-	-	-
Buildings, -	-	-	-	-	-
Engines and cars, -	-	-	-	-	-

In the total cost of the road and equipment, are included interest paid on assessments, all interest over six per cent., and all discounts on bonds sold.

The sum of \$11,489 20, charged for interest paid during the year, includes interest on the floating debt, and the amount of all coupons for interest on bonds, which have been presented.

The sum of \$2,947 32, paid for graduation and masonry during the year, was all for work done previously to the last Report, but the amount was then unadjusted.

The floating debt, as stated in this Report, \$24,333 34, includes all sums known to be due December 31, 1850, and cash on hand, and sums due for freight, &c., are not deducted.

In the report for 1849, other expenses were blended with the sums paid for engineering. In this Report the amount paid for engineering is charged by itself. The item charged under that head, as paid in 1850, was paid on account of a survey of a contemplated extension of the road, under a vote of the stockholders.

No accident to any passenger, or person employed on the road, has occurred during the year; nor has any passenger, to our knowledge, ever been injured upon this road.

J. H. W. PAGE,
BENJ. BURGESS,
M. S. LINCOLN,
RICHARD BORDEN,
AMOS OTIS.

BARNSTABLE, ss. *Yarmouth, January 17, 1851.* Then the said Amos Otis personally appeared, and made oath that the foregoing Report, by him subscribed, is true, according to his best knowledge and belief,

Before me,

SIMEON N. SMALL, *Justice of the Peace.*

BARNSTABLE, ss. *Sandwich, January 28, 1851.* Then the above named J. H. W. Page, Benjamin Burgess, and M. S. Lincoln, personally

appeared, and made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me, C. B. H. FESSENDEN, *Justice of the Peace.*

SUFFOLK, ss. *Boston, January 29, 1851.* Then the above named Richard Borden personally appeared, and made oath that the foregoing Report, by him subscribed, is true, according to his best knowledge and belief. Before me,

ROBERT B. WILLIAMS, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
CHARLES RIVER BRANCH RAILROAD COMPANY.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Charles River Branch Railroad Company respectfully submit this, their second Annual Report of their doings, &c., to this date.

According to the terms of their charter the stockholders, in July last, duly elected to construct their railroad on that one of the two alternative routes authorized, which connects with the Brookline Branch Railroad.

Careful surveys, for the purpose of fixing the location of a first section of the road thence to Newton Upper Falls, have been completed.

Subscriptions to the capital stock have been made since the last Report, to the amount of 854 shares, nearly all by persons resident, or having interests near the line of said section.

Further contracts for gifts of land have been secured.

It is confidently expected, that the construction of said first section may be effected within the present year. And that the business to be accommodated by the operation of such section, alone, will pay to the company a fair and increasing profit on the investment.

Contracts for iron for said section have been authorized.

And it is intended to construct, also, the residue of the road, as soon as further additions to the stock, &c., shall render it desirable and secure.

Further returns, at this time, are impracticable, owing to the incompleteness of the work.

OTIS PETTEE,
JOHN C. LEE,
EZRA C. HUTCHINS,
MARSHALL S. RICE,
GEORGE REVERE,
EDGAR K. WHITAKER.
ELIJAH PERRY,

Directors.

Boston, February 1, 1851.

SUFFOLK, ss. *Boston, February 5, A. D., 1851, (at 10 $\frac{1}{4}$, A. M.)*
Then personally appeared the above named Otis Pettee, John C. Lee, Ezra C. Hutchins, Marshall S. Rice, George Revere, Edgar K. Whitaker, and Elijah Perry, and made oath, respectively, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

S. F. PLIMPTON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

CHESHIRE RAILROAD COMPANY.

Return of the Cheshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$1,700,000 00
Increase of capital since last report, - - - - -	None.
Capital paid in per last report, - - - - -	\$1,508,419 50
Capital paid in since last report, - - - - -	375 00
Total amount of capital stock paid in, - - - - -	1,508,794 50
Funded debt, per last report, - - - - -	606,400 00
Funded debt, paid since last report, - - - - -	- - - - -
Funded debt, increase of, since last report, - - - - -	430,000 00
Total present amount of funded debt, - - - - -	1,036,400 00
Floating debt, per last report, - - - - -	443,232 79
Floating debt, paid since last report, - - - - -	309,089 43
Floating debt, increase of, since last report, - - - - -	- - - - -
Total present amount of floating debt, [cash on hand deducted,] - - - - -	134,143 36
Total present amount of funded and floating debt, - - - - -	1,170,543 36
Average rate of interest per annum paid during the year, - - - - -	74
Maximum amount of debt for each month during the year, viz.: January, \$1,089,828 09; February, \$1,110,169 68; March, \$1,113,355 19; April, \$1,122,034 03; May, \$1,123,150 76; June, \$1,124,627 94; July, \$1,136,622 47; August, \$1,141,269 97; September, \$1,154,034 45; October, \$1,166,584 64; November, \$1,167,600 56; December, \$1,170,543 36.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	1,445,246 27
For graduation and masonry paid during the past year, - - - - -	37,508 65
Total amount expended for graduation and masonry, - - - - -	1,482,754 92
For wooden bridges, per last report, - - - - -	41,378 38
For wooden bridges paid during the past year, - - - - -	Nothing.
Total amount expended for wooden bridges, - - - - -	41,378 38
Total amount expended for iron bridges, (if any,) - - - - -	Nothing.
For superstructure, including iron, per last report, - - - - -	460,951 61
For superstructure, including iron, paid during the past year, - - - - -	555 52
Total amount expended for superstructure, including iron, - - - - -	461,507 13
For stations, buildings and fixtures, per last report, - - - - -	52,594 58
For stations, buildings and fixtures, paid during the past year, - - - - -	7,800 31
Total amount expended for stations, buildings and fixtures, - - - - -	60,394 89

For land, land-damages and fences, per last report, -	\$104,594	66
For land, land-damages and fences, paid during the past year, -	765	50
Total amount expended for land, land-damages and fences, -		\$105,360 16
For locomotives, per last report, -	67,709	31
For locomotives, paid during the past year, -	Nothing.	
Total amount expended for locomotives, -		67,709 31
For passenger and baggage cars, per last report, -	14,600	00
For passenger and baggage cars, paid during the past year, -	1,400	00
Total amount expended for passenger and baggage cars, -		16,000 00
For merchandise cars, per last report, -	48,695	00
For merchandise cars, paid during the past year, -	1,251	77
Total amount expended for merchandise cars, -		49,946 77
For engineering, per last report, -	46,137	50
For engineering, paid during the past year, -	89	63
Total amount expended for engineering, -		46,227 13
For agencies and other expenses, per last report, -	334,285	95
For agencies and other expenses, paid during the past year, [including discount on bonds,] -	73,753	46
Total amount expended for agencies and other expenses, -		408,039 41
Total cost of road and equipment, -		2,739,318 10

CHARACTERISTICS OF ROAD.

Length of road, -	53 646-1000 miles.
Length of single main track, -	53 646-1000 "
Length of double main track, -	None.
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, -	4½ miles.
Weight of rail per yard in main road, -	60 pounds.
Weight of rail per yard in branch roads, -	None.
Specify the different weights per yard, -	60 pounds.
Maximum grade, with its length in main road, -	59 664-1000 ft. ; 14 9-10
Maximum grade, with its length in branch roads, -	None. [miles.]
Total rise and fall in main road, -	2377 feet.
Total rise and fall in branch roads, -	Nothing.
Shortest radius of curvature, with length of curve in main road, -	955 feet ; 711 feet long.
Shortest radius of curvature, with length of curve in branch roads, -	Nothing.
Total degrees of curvature in main road, -	3152° 18'
Total degrees of curvature in branch roads, -	Nothing.
Total length of straight line in main road, -	31 28-100 miles.
Total length of straight line in branches, -	None.
Aggregate length of wooden truss bridges, -	1514 feet.
Aggregate length of all other wooden bridges, -	425 feet.
Aggregate length of iron bridges, -	None.
Whole length of road unfenced on both sides, -	Nearly all fenced.
Number of public ways crossed at grade, -	39
Number of railroads crossed at grade, -	None.
Remarks, -	do
Way stations for express trains, -	do
Way stations for accommodation trains, -	6
Flag stations, -	4

Whole number of way stations, - - -	6	
Whole number of flag stations, - - -	4	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	82,758	
Miles run by freight trains, - - -	77,845	
Miles run by other trains, - - -	16,288	
Total miles run, - - -	176,891	
Number of passengers carried in the cars, - - -	118,962	
Number of passengers carried one mile, - - -	3,835,632	
Number of tons of merchandise carried in the cars, - - -	66,573	
Number of tons of merchandise carried one mile, - - -	2,713,425	
Number of passengers carried one mile, to and from other roads, - - -	3,469,495	
Number of tons carried one mile, to and from other roads, - - -	2,613,620	
Rate of speed adopted for express passenger trains, including stops, - - -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	None.	
Rate of speed adopted for accommodation trains, - - -	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	23 14-100 miles per hour	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	None.	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	1,620,362	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	4,941,734	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$13,919 59	
For repairs of wooden bridges, - - -	69 26	
For renewals of iron, including laying down, - - -	112 09	
For wages of switchmen, av. per mo., \$26, - - -	1,776 00	Total, }
For wages of gate-keepers, av. per mo., - - -		
For wages of signal men, av. per mo., - - -		
For wages of watchmen, av. per mo., \$25, - - -	765 65	
Number of men employed exclusive of those engaged in construction, - - -	112	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	1,968 02	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	48 35	
Total for maintenance of way, - - -		\$18,658 96
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	8,530 79	
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	2,440 73	
For new passenger cars, to cover depreciation, - - -		
For repairs of merchandise cars, - - -	2,578 52	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -	476 06	
Total for maintenance of motive power and cars, - - -		14,026 10
Number of engines, - - -	9	
Number of passenger cars, - - -	6	

Number of baggage cars, - - - -	4	
Number of merchandise cars, [70 8-wheel, 4 4-wheel, equal to] - - - -	144 4-wheel.	
Number of gravel cars, - - - -	19	
MISCELLANEOUS.		
For fuel used by engines during the year, viz., -		
Wood, - - - -	\$17,571	42
No coal, - - - -		
For oil used by cars and engines, - - - -	3,201	73
For waste and other material for cleaning, - - - -	263	37
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	9,099	11
For salaries, wages and incidental expenses, charge- able to freight department, - - - -	11,143	77
For gratuities and damages, - - - -	859	65
For taxes and insurance, - - - -	8,385	12
For ferries, - - - -	None.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	157	33
For interest, { [Balance, interest account, \$34,779 63, Amount paid on bond-war- rants, due July, 1850, 18,783 00, Amount due on bond-war- rants, due January, 1851, 31,092 00,]	84,654	63
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -	Nothing.	
For amount paid other companies as rent for use of their roads, specifying each company, - - - -	Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	9,220	86
Total miscellaneous, - - - -		\$144,556 99
Total expenditures for working the road, [including interest, as above,] - - - -		177,242 05
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned by company, - - - -	10,901	60
2. To and from other roads, specifying what, -		
Fitchburg Railroad, - - - -	\$25,422	99,
Vermont and Mass. Railroad, - - - -	8,319	21,
Sullivan do - - - -	12,682	75,
Vermont Central do - - - -	6,853	58,
Rutland & Burlington do - - - -	31,523	24,
Conn. & Passumpsic do - - - -	3,044	13,
	87,845	90
		98,747 50
<i>For freight:—</i>		
1. On main road and branches owned by company, -	7,804	41
2. To and from other connecting roads, - - - -		
Fitchburg Railroad, - - - -	\$26,985	88,
Vermont and Mass. Railroad, - - - -	7,402	81,
Sullivan do - - - -	11,520	16,
Vermont Central do - - - -	10,843	37,
Rutland & Burlington do - - - -	34,271	06,

Conn. & Passumpsic Railroad, Ashuelot	do	\$965 49, 32 09,		
			\$92,020 86	
U. S. mails,	-	-		\$99,825 27
Rents, [\$725,]	-	-		5,729 00
Total income, [\$725; Express, \$1,800; Miscella- neous, \$1,587 61,]	-	-		4,112 61
				208,414 38
Net earnings, after deducting expenses,	-	-		31,172 33
DIVIDENDS.				
Per cent. Total,	-	-		
Surplus not divided,	-	-	31,172 33	
Surplus last year,	-	-	20,931 06	
Total surplus,	-	-		52,103 39
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.				
Road and bridges,	-	-		
Buildings,	-	-		
Engines and cars,	-	-		

The following fatal accidents and serious injuries have occurred during the year 1850 :—

February 16.—George Willard had his leg caught between two rails, at a switch, and was run over by a freight car, and his leg injured so that he has lost the same, but is otherwise well.

May 7.—Ansel Martin, brakeman on freight train, foot run over at Marlborough station, unable to work for some time ; has nearly or quite recovered.

September 7.—In a collision between an extra train of empty passenger cars and a gravel train, Cornelius Hickey and William Coghlin were killed, Dennis Harnett injured so as to require amputation of a leg, Patrick Riley had a leg broken, James Donahoe a foot crushed and part of it cut off, and three or four others were slightly injured ; all laborers on the gravel train. The accident happened early in the morning, and there was, at the time, a dense fog.

THOMAS M. EDWARDS,
SALMA HALE,
THOMAS THACHER,
HIRAM HOSMER,
E. MURDOCK, JR.,
GEORGE HUNTINGTON,
BENJ. F. ADAMS.

ANNUAL REPORT.

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SUFFOLK, ss. *January 30, 1851.* Personally appeared the above named Thomas M. Edwards, Salma Hale, Thomas Thacher, Hiram Hosmer, E. Murdock, Jr., and George Huntington, and made oath that the within return, by them subscribed, was correct and true, according to the best of their knowledge and belief. Before me.

HENRY CROCKER, *Justice of the Peace.*

SUFFOLK, ss. *January 31, 1851.* Personally appeared the above B. F. Adams, and made oath that the within return, by him subscribed, is correct and true, according to the best of his knowledge and belief.

Before me, THOMAS THACHER, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY.

Return of the Connecticut River Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$1,750,000 00
Increase of capital since last report, - - -	\$250,000 00	
Capital paid in per last report, - - -	1,283,210 00	
Capital paid in since last report, - - -	307,470 00	
Total amount of capital stock paid in, - - -		1,590,680 00
Funded debt, per last report, - - -	211,000 00	
Funded debt paid since last report, - - -	28,000 00	
Funded debt, increase of, since last report, - - -		
Total present amount of funded debt, - - -		183,000 00
Floating debt, per last report, - - -	288,981 33	
Floating debt paid since last report, - - -	203,781 33	
Floating debt, increase of, since last report, - - -		
Total present amount of floating debt, - - -		85,200 00
Total present amount of funded and floating debt, - - -		268,200 00
Average rate of interest per annum paid during the year, - - -	7½ per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$519,081 33; February, \$538,581 33; March, \$547,790 67; April, \$539,634 92; May, \$557,634 92; June, \$505,434 92; July, \$444,434 92; August, \$387,934 92; September, \$335,490 67; October, \$266,500 00; November, \$274,000 00; December, \$274,000 00.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	504,679 81	
For graduation and masonry paid during the past year, -	6,367 11	
Total amount expended for graduation and masonry, -		511,046 92
For wooden bridges, per last report, -	40,935 09	
For wooden bridges paid during the past year, -	2,040 35	
Total amount expended for wooden bridges, -		42,975 44
Total amount expended for iron bridges, (if any,) -		
For superstructure, including iron, per last report, -	545,103 74	
For superstructure, including iron, paid during the past year, -	140 87	
Total amount expended for superstructure, including iron, -		545,244 61
For stations, buildings and fixtures, per last report, -	109,283 91	
For stations, buildings and fixtures, paid during the past year, -	3,330 12	
Total amount expended for stations, buildings and fixtures, -		112,614 03
For land, land-damages and fences, per last report, -	230,646 31	

For land, land-damages and fences, paid during the past year, - - -	\$6,593 53	
Total amount expended for land, land-damages and fences, - - -		\$237,239 84
For locomotives, per last report, - - -	81,842 87	
For locomotives, paid during the past year, - - -	140 00	
Total amount expended for locomotives, - - -		81,980 87
For passenger and baggage cars, per last report, - - -	23,130 34	
For passenger and baggage cars, paid during the past year, - - -	220 00	
Total amount expended for passenger and baggage cars, - - -		23,350 34
For merchandise cars, per last report, - - -	69,308 26	
For merchandise cars, paid during the past year, - - -	12,857 00	
Total amount expended for merchandise cars, - - -		82,225 26
For engineering, per last report, - - -	126,585 74½	
For engineering, paid during the past year, - - -	241 25	
Total amount expended for engineering, - - -		126,826 99½
For agencies and other expenses, per last report, [35,102 69; less for discrepancy, \$10 00,] - - -	35,092 69	
For agencies and other expenses, paid during the past year, - - -	226 12	
Total amount expended for agencies and other expenses, - - -		35,318 81
Total cost of road and equipment, - - -		1,798,825 13½

CHARACTERISTICS OF ROAD.

Length of road, - - -	50 miles.
Length of single main track, - - -	50 miles.
Length of double main track, - - -	None, except for turnouts.
Length of branches owned by the Company, stating whether they have a single or double track, - - -	2 35-100 miles; single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	
Weight of rail per yard in main road, - - -	36 miles, 56 lbs.; balance,
Weight of rail per yard in branch roads, - - -	56 lbs. [61 lbs.]
Specify the different weights per yard, - - -	56 and 61 lbs.
Maximum grade, with its length in main road, - - -	32 ft. per mile for 6½ miles.
Maximum grade, with its length in branch roads, - - -	18 ft. per mile for 1 1-8 do.
Total rise and fall in main road, - - -	680 feet.
Total rise and fall in branch roads, - - -	28 feet.
Shortest radius of curvature, with length of curve in main road, - - -	882 ft. radius; 889 ft. long.
Shortest radius of curvature, with length of curve in branch roads, - - -	714 ft. radius; 1300 ft. do.
Total degrees of curvature in main road, - - -	1854 degrees.
Total degrees of curvature in branch roads, - - -	449 do.
Total length of straight line in main road, - - -	35½ miles.
Total length of straight line in branches, - - -	1 mile.
Aggregate length of wooden truss bridges, - - -	2674 feet.
Aggregate length of all other wooden bridges, - - -	250 feet pile bridge.
Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, - - -	About two miles.
Number of public ways crossed at grade, - - -	55
Number of railroads crossed at grade, - - -	2
Remarks, - - -	
Way stations for express trains, - - -	No express trains are run.
Way stations for accommodation trains, - - -	11
Flag stations, - - -	1

Whole number of way stations, - - -	11	
Whole number of flag stations, - - -	1	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	106,995	
Miles run by freight trains, - - -	36,872	
Miles run by other trains, - - -	8,682	
Total miles run, - - -		152,449
Number of passengers carried in the cars, - - -	305,900	
Number of passengers carried one mile, - - -	3,688,900	
Number of tons of merchandise carried in the cars, - - -	71,824	
Number of tons of merchandise carried one mile, - - -	1,492,308	
Number of passengers carried one mile, to and from other roads, - - -	No means of ascertaining.	
Number of tons carried one mile, to and from other roads, - - -		
Rate of speed adopted for express passenger trains, including stops, - - -	No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -		
Rate of speed adopted for accommodation trains, - - -	23 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	23	do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	20	do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10	do do
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	4,460,280	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	2,764,830	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$12,813 73	
For repairs of wooden bridges, - - -	256 33	
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo., \$ - - -	Total, } Included in repairs of road.	
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$ - - -		
For wages of watchmen, av. per mo., \$ - - -		
Number of men employed, exclusive of those engaged in construction, - - -	Average number, 150.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.) [No reliable estimate of extra steam-power can be made.] - - -	\$990 12	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	Nothing.	
Total for maintenance of way, - - -		\$14,060 18
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	10,365 14	
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	5,247 04	
For new passenger cars, to cover depreciation, - - -		
For repairs of merchandise cars, - - -	3,068 41	
For new merchandise cars, to cover depreciation, - - -		

For repairs of gravel and other cars, - -	\$879 86	
Total for maintenance of motive power and cars, -		\$19,558 45
Number of engines, - - - -	12	
Number of passenger cars, - - - -	15	
Number of baggage cars, - - - -	5	
Number of merchandise cars, - - - -	248	
Number of gravel cars, - - - -	22	

MISCELLANEOUS.

For fuel used by engines during the year, viz. : -		
Wood, - - - -	\$15,762 00	
[No coal used for fuel for motive power,]		
For oil used by cars and engines, - - - -	2,213 00	
For waste and other material for cleaning, - -	257 57	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	18,868 47	
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	12,406 90	
For gratuities and damages, - - - -	10,869 55	
For taxes and insurance, - - - -	1,180 33	
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	1,514 70	
For interest, - - - -	32,620 14	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	7,458 08½	
Total miscellaneous, - - - -		103,150 69½
Total expenditures for working the road, - - - -		136,769 32½

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, - - - -	112,917 86
2. To and from other roads, specifying what, - - - -	

For freight :—

1. On main road and branches owned by company, - - - -	71,596 70
2. To and from other connecting roads, - - - -	

U. S. mails, - - - -	4,244 80	
Express, - - - -	1,250 00	
Rents, - - - -	1,577 76	
Total income, - - - -		191,587 12
Net earnings, after deducting expenses, - - - -		54,817 80

DIVIDENDS.

5½ per cent. Total, viz. : 3 per cent., 1st February, and 2½ per cent., 1st August, 1850, - - - -	70,571 00
Surplus not divided, - - - -	
Surplus last year, - - - -	1,354 23½
Total surplus, - - - -	

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

There have been no serious accidents during the year, and no person has been injured.

Accompanying is a copy of a contract made with the Ashuelot Railroad Company, authorized by chap. 226 of the Statutes of 1850 :—

THIS INDENTURE of Lease and Transportation, made this seventh day of December, in the year of our Lord one thousand eight hundred and forty-nine, by and between the Ashuelot Railroad Company, a corporation established by law, in the State of New Hampshire, of the first part, and the Connecticut River Railroad Company, a corporation established in the State of Massachusetts, of the second part, witnesseth,

That whereas the said Ashuelot Railroad Company are about constructing a railroad, from the Cheshire Railroad, at or near the village of Keene, in said New Hampshire, to the western side of Connecticut River, so as to form a junction with the northern terminus of said Connecticut River Railroad, at the northern line of Massachusetts; and whereas said Connecticut River Railroad Company are desirous to form a connection with said Cheshire Railroad, and to secure a continuous line of railroad communication, northerly and easterly; and whereas said Ashuelot Railroad Company, in procuring subscriptions for stock, and raising sufficient capital to construct and complete their railroad, have proceeded upon the understanding that the Connecticut River Railroad Company would run and equip said road so as to secure to stockholders a certain dividend.

Now, therefore, in the furtherance of said purposes, said Companies stipulate and agree, as follows :

Article first. Both Companies, in consideration of the covenants of the other, shall, as soon as may be, procure the legal sanction of the stockholders of each, and of the legislatures of the states in which said roads are located, so far as necessary to accomplish all the objects contemplated by this instrument, and all its stipulations are made with reference to such sanction and ratification.

Article second. Said Ashuelot Railroad Company, in consideration of the covenants of the Connecticut River Railroad Company, herein contained, covenant to build, construct, complete, and open for use, by the first day of January, eighteen hundred and fifty-one, no unforeseen accidents or casualties occurring to prevent, a railroad between the termini before

mentioned, viz., the northern point of the Connecticut River Railroad and said Chenhire Railroad, in Keene, on or near one of the lines surveyed by Capt. John Childs, engineer, including a bridge across Connecticut River.

Said road shall be built in a thorough, substantial manner, with ample width of way, with all necessary bridges, piers, abutments, depot land, station-buildings, wood-houses, tanks, tool-houses, turn-outs, turn-ables, switches, side-tracks, cattle-guards, fences, erections, structures, and fixtures of every description, reference being had for character, durability, and security of construction to the mode in which the extension of said Connecticut River Railroad, from Greenfield to the Vermont line, was made and built, excepting that the weight of rail need not exceed fifty-eight pounds to the yard.

Article third. As soon as said railroad is constructed and completed, as aforesaid, and accepted by them, as conforming to said stipulations, the needful legal authority being obtained, said Ashuelot Railroad Company shall make, execute and deliver to said Connecticut River Railroad Company a good and sufficient lease of said railroad, with all buildings, fixtures, and easements, throughout the whole line for the term of ten years from said acceptance, with the privilege of renewal to said Connecticut River Railroad Company, for the additional term of another ten years, with the same provisions, rights, and duties, as for the first term, excepting the per centage, on the cost paid as rent, shall not exceed eight per cent., or one per cent. additional to the first term. Until said lease is so made and delivered this instrument shall, to all intents and purposes, operate as such lease, and said Ashuelot Railroad Company, do therefore, hereby agree and covenant, that said Connecticut River Railroad Company shall hold and enjoy said premises, privileges, and appurtenances, aforesaid, for the term and terms aforesaid, to be fully complete and ended.

Article fourth. To enable said Connecticut River Railroad Company fully to enjoy and improve said granted property, rights, and privileges, said Ashuelot Railroad Company, hereby constitute and appoint said Connecticut River Railroad Company their attorney and agent, irrevocable, with full power to use the name, and powers of said Ashuelot Railroad Company, in the repair, management, and running and use of their road, and the premises aforesaid, and all the rights and franchises appertaining thereto, including the power to establish and collect tolls, fares, freight earnings, rents, dues, and demands, of every description, for their sole use and behoof, for said periods of time. Also, to make all contracts and obligations, and generally to do and perform all acts in the premises, which said Ashuelot Railroad Company might lawfully do,

with full power to use the corporate seal of said Company, and to use the name of said Company, in all suits or proceedings, in law or equity, to employ and substitute, any attorney or attorneys, and to revoke their powers at any time, for the purposes aforesaid, and to secure the complete and beneficial enjoyment and use of the premises, privileges, and franchises herein contemplated, or hereafter to be secured, in a lease or instrument between the parties; and any such lease or instrument shall contain the same powers and letters of attorney, and constitute said Connecticut River Railroad Company such attorney, as above stipulated.

Article fifth. Said Ashuelot Railroad Company further covenant to create no incumbrance or mortgage, on the premises aforesaid, prior to or during the period of lease; but they may issue bonds or notes to the amount of two hundred thousand dollars.

Said Ashuelot Railroad Company also covenant and agree, that during said period they will continue, and preserve the legal organization of said Company, by holding meetings, choosing officers, keeping records, complying with the provisions of their charter, and the requirements of law, and all the acts of its Legislature, and doing all other acts necessary and proper to carry out the objects of this indenture.

And if by any acts or default, or wrong or negligence of said Ashuelot Railroad Company, said Connecticut River Railroad Company shall be deprived of the beneficial use and enjoyment of said railroad, and privileges and easements, and property leased, said Connecticut River Railroad Company shall, at their own option, but not at the option of said Ashuelot Railroad Company, have the right to determine the lease, and be discharged from the payment of rent, and from other duties and obligations herein assumed, or they may continue said lease, and resort to other remedies, and if the principal or interest on the notes or bonds aforesaid, shall not be paid according to their terms, said Connecticut River Railroad Company shall have the right to retain from the rent, and pay the same out of the said rent.

Article sixth. The cost of preliminary surveys, salaries, engineering interest on all assessments, and other customary and necessary contingencies, together with such additional fixtures, lands, turnouts, buildings required for use and the accommodation of the road, after acceptance by the lessees, which the said Ashuelot Railroad Company may be required to furnish, as also all repairs manifestly resulting from defective construction of the road, which are to be made at the expense of said lessors, may be charged to construction account.

Any defects, which, after acceptance, may be discovered in the construction of said road, and fitting it for use and running, and which are the consequence of imperfect construction, under the stipulations as to

the mode of building, shall be made good at the cost and expense of said Ashuelot Railroad Company, and said Connecticut River Railroad Company shall have a right to retain income, and rent to meet the same, and the same shall be charged to construction account.

Article seventh. The said Connecticut River Railroad Company, on their part, in consideration of the covenants of said Ashuelot Railroad Company, and of their fulfilling their duties, and stipulations and obligations, so far as to secure the quiet use and enjoyment of said road and franchises, covenant and agree with said Ashuelot Railroad Company, their successors and assigns, that as rent, or compensation for the use of said road and franchises, and premises hereby demised, they will pay three and a half per cent semi-annually, on the cost of constructing and completing said road, ready for use, and one hundred and fifty dollars per annum, in addition, for the period of ten years from acceptance, or use commenced, with the privilege, on their part, of renewal of said lease, for another term of ten years additional, on the same stipulations, and with the same rights and privileges, in all respects, excepting the payment of four per cent. semi-annually, on said cost of construction; and the cost of constructing and completing, and nothing more, shall be the basis of calculating interest.

Article eighth. Said Company also covenant with said Ashuelot Railroad Company, to equip and run said railroad in the same manner, and with such equipments as they use and run upon their own road, for said periods of time; and in relation thereto to fulfil the duties imposed by the charter of said Ashuelot Railroad Company, reserving, however, the right to establish the rate of tolls, fares, freight, and transportation, and the number and frequency of trains, under the restriction of the charter above described.

Article ninth. Said Connecticut River Railroad Company also covenant to save said Ashuelot Railroad Company harmless from all loss, damage, expense and cost, on account of losses and injuries, and damages arising from running said road, and transporting passengers and freight, and baggage, meaning that they will assume the duties and liabilities of common carriers, or carriers for hire, and save said Ashuelot Railroad Company harmless from any such liability and expense, and from expenses and losses incident to, and the consequence of running said road.

Article tenth. Said Connecticut River Railroad Company also covenant and agree to keep said road, buildings, fixtures, fences and appurtenances in good and sufficient repair, ordinary wear and tear, and damages by fire excepted; and also that they will procure full insurance on buildings and bridges, for the benefit of the lessors, as the rules of approved insurance companies prescribe; and at the expiration of said

term or terms, deliver up the property leased in good condition, except as aforesaid.

Article eleventh. Four commissioners, consisting of two stockholders from each company, who shall not be stockholders in both companies; appointed by the companies or their directors respectively, shall be vested with full powers to adjust all matters in dispute that may exist hereafter, between the parties, after the lease shall begin to run, and after acceptance, in relation to the true intent and meaning of this instrument, or any hereafter made between the parties, in pursuance of it, who shall serve till others are appointed in their stead. If they cannot unanimously agree, the matter in dispute shall be submitted to three arbitrators, one to be chosen by the said commissioners of each company, which two shall choose a third and chairman, whose decision, whether unanimous, or by a majority, shall be binding on the parties.

Article twelfth. The engineer, to be employed in building and completing said railroad, with fixtures and buildings, shall be appointed by the respective boards of directors of the companies, and the engineer of said Connecticut River Railroad Company, may consult with such engineer during construction, and the Connecticut River Railroad Company may supervise and direct as to the mode and manner, and expense and plan of building depots, station-buildings, water-tanks, turn-tables, and other fixtures.

Article thirteenth. If any dispute or disagreement shall arise, as to the construction of said road, or its completion for use, or its fitness for acceptance, and use by said Connecticut River Railroad Company, under the provisions of this lease, each board of directors shall choose a suitable arbitrator, which two shall choose a third, an engineer, all disinterested and competent, who shall view and determine, as to the sufficiency of the work; and if they shall decide that further work shall be done, and that it is not completed according to the stipulations aforesaid, they may direct specifically what more shall be done. When they shall determine, that the terms of the contract as to building have been complied with, then rent shall commence, and said Connecticut River Railroad Company shall accept and run the said road.

In witness whereof, said parties, by their agents, officers, and committees, have hereunto interchangeably set their hands, and the seals of their respective corporations.

The Ashuelot Railroad Company, by

JOHN H. FULLER,
And seal of A. R. R. Co.

The Connecticut River Railroad Company, by

HENRY W. CLAPP,

ERASTUS HOPKINS,

SAMUEL HENSHAW.

And seal of C. R. R. Co.

The undersigned, a committee on the part of the Ashuelot Railroad Company, hereby approve the aforesaid instrument, and its provisions, and authorize and empower the signature of the President of said Company thereto.

JOHN ELLIOT,

JNO. PRENTISS,

A. H. BENNETT,

JONATHAN BROWN,

JOHN STRATTON,

CEPHAS ROOT.

The Connecticut River Railroad Company hereby ~~covenant~~ and agree, that the ~~fifth~~ article, in the foregoing contract or lease, may be so construed, as to permit the Ashuelot Railroad Company to mortgage their railroad and property, described in the foregoing contract or lease, to secure the payment and interest on their bonds, to an amount not exceeding two hundred thousand dollars.

It is further understood and agreed, also, that any mortgage, so made, or executed, shall restrict the mortgagees from taking possession of the road or property mortgaged, except for condition broken, in payment of interest or principal.

In witness whereof, the Connecticut River Railroad Company, by their committee, have hereunto set their hands and the seal of said corporation, this twentieth day of December, A. D. 1849.

The Connecticut River Railroad Company, by

HENRY W. CLAPP,

ERASTUS HOPKINS,

SAMUEL HENSHAW.

And seal of C. R. R. Co.

The Ashuelot Railroad Company, by

JOHN H. FULLER.

And seal of A. R. R. Co.

JOHN ELLIOT,

JNO. PRENTISS,

A. H. BENNETT,

JONATHAN BROWN,

JOHN STRATTON,

CEPHAS ROOT.

CONNECTICUT RIVER RAILROAD.

No entrance upon said road, under said contract, has yet been made.

CHESTER W. CHAPIN,
SAMUEL HENSHAW,
IGNATIUS SARGENT,
LEMUEL POPE,
JAMES K. MILLS,
HENRY W. CLAPP,

Directors.

Boston, January 30, 1851.

SUFFOLK, TO WIT. *January 30, 1851.* Personally appeared the above named Chester W. Chapin, Samuel Henshaw, Ignatius Sargent, Lemuel Pope, James K. Mills, and Henry W. Clapp, and made solemn oath, that the above statement is true, according to their best knowledge and belief. Before me,

W. E. BATES, *Justice of the Peace,*
in and for all the Counties of the Commonwealth.

FIFTH ANNUAL REPORT

OF THE

DORCHESTER AND MILTON BRANCH RAILROAD COMPANY.

Return of the Dorchester and Milton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$130,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$73,340 00	
Capital paid in since last report, - - - - -	None.	
Total amount of capital stock paid in, - - - - -		73,340 00
Funded debt, per last report, - - - - -	51,085 79	
Funded debt paid since last report, - - - - -	None.	
Funded debt, increase of, since last report, - - - - -	1,414 21	
Total present amount of funded debt, - - - - -		52,500 00
Floating debt, per last report, - - - - -	3,585 00	
Floating debt paid since last report, - - - - -	None.	
Floating debt, increase of, since last report, - - - - -	2,746 72	
Total present amount of floating debt, - - - - -		6,331 72
Total present amount of funded and floating debt, - - - - -		58,831 72
Average rate of interest per annum paid during the year, - - - - -	6½ per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$54,668 11; February, \$57,764 31; March, \$57,852 31; April, \$57,915 31; May, \$58,170 31; June, \$58,170 31; July, \$58,451 57; August, \$58,451 57; September, \$58,664 67; October, \$58,694 67; November, \$58,831 72; December, \$58,831 72.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	40,686 80	
For graduation and masonry paid during the past year, - - - - -	15 00	
Total amount expended for graduation and masonry, - - - - -		40,701 80
For wooden bridges, per last report, - - - - -	6,209 02	
For wooden bridges paid during the past year, - - - - -	None.	
Total amount expended for wooden bridges, - - - - -		6,209 02
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	30,237 93	
For superstructure, including iron, paid during the past year, - - - - -	None.	
Total amount expended for superstructure, including iron, - - - - -		30,237 93
For stations, buildings and fixtures, per last report, - - - - -	11,493 19	
For stations, buildings and fixtures, paid during the past year, - - - - -	None.	
Total amount expended for stations, buildings and fixtures, - - - - -		11,493 19

60 DORCH. AND MILTON BRANCH RAILROAD.

For land, land-damages and fences, per last report,	\$24,800 32
For land, land-damages and fences, paid during the past year,	4,050 43
Total amount expended for land, land-damages and fences,	\$28,850 75
For locomotives, per last report,	-
For locomotives, paid during the past year,	-
Total amount expended for locomotives,	-
For passenger and baggage cars, per last report,	-
For passenger and baggage cars, paid during the past year,	-
Total amount expended for passenger and baggage cars,	-
For merchandise cars, per last report,	-
For merchandise cars, paid during the past year,	-
Total amount expended for merchandise cars,	-
For engineering, per last report,	10,055 19
For engineering, paid during the past year,	None.
Total amount expended for engineering,	10,055 19
For agencies and other expenses, per last report,	4,528 34
For agencies and other expenses, paid during the past year,	95 50
Total amount expended for agencies and other expenses,	4,623 84
Total cost of road,	132,171 72*

CHARACTERISTICS OF ROAD.

Length of road,	3 miles, 1300 feet.
Length of single main track,	3 miles, 1300 feet.
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	-
Weight of rail per yard in main road,	59 lbs. per yard.
Weight of rail per yard in branch roads,	-
Specify the different weights per yard,	[6600 feet.
Maximum grade, with its length in main road,	39 6-10 ft. ; whole distance,
Maximum grade, with its length in branch roads,	-
Total rise and fall in main road,	54½ feet.
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve in main road,	410 ft. radius ; length, 200 ft.
Shortest radius of curvature, with length of curve in branch roads,	-
Total degrees of curvature in main road,	257½°
Total degrees of curvature in branch roads,	-
Total length of straight line in main road,	2 42-100 miles.
Total length of straight line in branches,	-
Aggregate length of wooden truss bridges,	101 feet.
Aggregate length of all other wooden bridges,	-
Aggregate length of iron bridges,	-
Whole length of road unfenced on both sides,	-

* Whenever the instalments of rent, &c., due from the Old Colony Railroad Company to the Branch for the last year's rent, which are now detained by the Old Colony Company, shall be paid to the Branch as claimed, it is estimated that the sum of about \$4,000 can be applied to the reduction of the present construction account, thereby reducing the same from \$132,171 72 to \$128,171 72.

ANNUAL REPORT.

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Number of public ways crossed at grade, -	-	2
Number of railroads crossed at grade, -	-	None.
Remarks, -	-	-
Way stations for express trains, -	-	-
Way stations for accommodation trains, -	-	-
Flag stations, -	-	2
Whole number of way stations, -	-	3
Whole number of flag stations, -	-	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	See Old Colony Company's Report.
Miles run by freight trains, -	-	
Miles run by other trains, -	-	-
Total miles run, -	-	-
Number of passengers carried in the cars, -	-	-
Number of passengers carried one mile, -	-	-
Number of tons of merchandise carried in the cars, -	-	-
Number of tons of merchandise carried one mile, -	-	-
Number of passengers carried one mile, to and from other roads, -	-	-
Number of tons carried one mile, to and from other roads, -	-	-
Rate of speed adopted for express passenger trains, including stops, -	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	-
Rate of speed adopted for accommodation trains, -	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	-
Average rate of speed actually attained by special trains, including stops and detentions, -	-	-
Average rate of speed adopted for freight trains, including stops and detentions, -	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	do
For repairs of wooden bridges, -	-	-
For renewals of iron, including laying down, -	-	-
For wages of switchmen, av. per mo., \$ -	-	-
For wages of gate-keepers, av. per mo., \$ -	-	-
For wages of signal men, av. per mo., \$ -	-	-
For wages of watchmen, av. per mo., \$ -	-	-
Number of men employed, exclusive of those engaged in construction, -	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	-
Total for maintenance of way, -	-	-

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	do
For new locomotives, to cover depreciation, -	-	-
For repairs of passenger cars, -	-	-
For new passenger cars, to cover depreciation, -	-	-

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For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, -	
Number of engines, - - - - -	
Number of passenger cars, - - - - -	
Number of baggage cars, - - - - -	
Number of merchandise cars, - - - - -	
Number of gravel cars, - - - - -	
MISCELLANEOUS.	
For fuel used by engines during the year, viz. :	do
Wood, - - - - -	
Coal, - - - - -	
For oil used by cars and engines, - - -	
For waste and other material for cleaning, -	
For salaries, wages and incidental expenses, charge-	
able to passenger department, - - -	
For salaries, wages and incidental expenses, charge-	
able to freight department, - - -	
For gratuities and damages, - - - - -	
For taxes and insurance, - - - - -	
For ferries, - - - - -	
For repairs of station buildings, aqueducts, fixtures,	
furniture, - - - - -	
For interest, - - - - -	
For amount paid other companies, in tolls for pas-	
sengers, and freight carried on their roads, speci-	
fying each company, - - - - -	
For amount paid other companies, as rent for use of	
their roads, specifying each company, - -	
For salaries of president, treasurer, superintendent,	
law expenses, office expenses of the above offices,	
and all other expenses not included in any of the	
foregoing items, - - - - -	
Total miscellaneous, - - - - -	
Total expenditures for working the road, - -	
INCOME DURING THE YEAR.	
For passengers :—	
1. On main road, including branches owned by Co.,	do
2. To and from other roads, specifying what, -	
For freight :—	
1. On main road and branches owned by company,	
2. To and from other connecting roads, - -	
U. S. mails, - - - - -	
Rents, - - - - -	
Total income, - - - - -	
Net earnings, after deducting expenses, - -	
DIVIDENDS.	
Per cent. Total, - - - - -	None.
Surplus not divided, - - - - -	
Surplus last year, - - - - -	
Total surplus, - - - - -	
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ.:	
Road and bridges, - - - - -	
Buildings, - - - - -	
Engines and cars, - - - - -	

NOTE.—This Branch is under lease to the Old Colony Railroad Corporation, and has been, since it was made ready for equipment, which was in December, 1847. It was then furnished and equipped by that corporation, and has since been run by it,—the lease taking effect on the 1st January, 1848; therefore, some of the information called for above, cannot be furnished by us; but it will doubtless be furnished by the Report from that corporation. The terms of the lease are set forth in full, in the Annual Reports of Railroad Corporations, Senate, No. 26, for 1847, page 127.

EDWARD KING,
NATH. F. SAFFORD,
E. H. R. RUGGLES,
LYMAN KINSLEY,
WM. PEIRCE,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *Milton, January 29, 1851.* Then personally appeared the above named Lyman Kinsley, and Wm. Peirce, and made oath that the foregoing report, by them subscribed, is just and true, according to the best of their knowledge and belief. Before me,

J. M. CHURCHILL, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *Dorchester, January 30, 1851.* Then personally appeared Edward King, one of the above named directors, and made oath that the foregoing report, by him subscribed, is just and true, according to the best of his knowledge and belief. Before me,

LEWIS PIERCE, *Justice of the Peace.*

NORFOLK, ss. *January 28, 1851.* Then personally appeared said E. H. R. Ruggles, and made oath that the foregoing is true, according to his best knowledge and belief. Before me,

N. F. SAFFORD, *Justice of the Peace.*

MIDDLESEX, ss. *January 31, 1851.* Then personally appeared said N. F. SAFFORD, and made oath that the foregoing return is true, according to the best of his knowledge and belief. Before me,

TAPPAN WENTWORTH, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT

OF THE

EASTERN RAILROAD COMPANY.

Return of the Eastern Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [whole amount authorized to create,]	\$3,150,000 00
Increase of capital since last report, -	Nothing.
Capital paid in per last report, -	\$2,850,000 00
Capital paid in since last report, -	None.
Total amount of capital stock paid in, -	2,850,000 00
Funded debt, per last report, -	500,000 00
Funded debt paid since last report, -	None.
Funded debt, increase of, since last report, -	None.
Total present amount of funded debt, -	500,000 00
Floating debt, per last report, -	572,753 41
Floating debt paid since last report, -	91,600 11
Floating debt, increase of, since last report, -	
Total present amount of floating debt, [including dividends and surplus income,]	481,153 30
Total present amount of funded and floating debt, -	981,153 30
Average rate of interest per annum paid during the year, -	5 47-100 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$497,027 78; February, \$536,072 78; March, \$524,364 90; April, \$532,824 00; May, \$520,034 00; June, \$493,045 00; July, \$420,718 12; August, \$355,716 12; September, \$370,529 75; October, \$320,758 00; November, \$281,558 00; December, \$288,058 00.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, -	641,625 18
For graduation and masonry paid during the past year, -	Nothing.
Total amount expended for graduation and masonry, -	641,625 18
For wooden bridges, per last report, -	278,573 94
For wooden bridges paid during the past year, -	Nothing.
Total amount expended for wooden bridges, -	278,573 94
Total amount expended for iron bridges, (if any,) -	Nothing.
For superstructure, including iron, per last report, -	952,171 74
For superstructure, including iron, paid during the past year, -	Nothing.
Total amount expended for superstructure, including iron, -	952,171 74
For stations, buildings and fixtures, per last report, -	451,598 06
For stations, buildings and fixtures, paid during the past year, -	1,685 63
Total amount expended for stations, buildings and fixtures, -	453,283 69

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For land, land-damages and fences, per last report, -	\$270,017 67	
For land, land-damages and fences, decreased during the past year, -	1,417 57	
Total amount expended for land, land-damages and fences, -	139,037 85	\$268,600 10
For locomotives, per last report, -		
For locomotives, paid during the past year, -		
Total amount expended for locomotives, -	107,710 85	139,037 85
For passenger and baggage cars, per last report, -		
For passenger and baggage cars, paid during the past year, -		
Total amount expended for passenger and baggage cars, -	95,242 49	107,710 85
For merchandise and gravel cars, per last report, -		
For merchandise and gravel cars, paid during the past year, -		
Total amount expended for merchandise and gravel cars, -	183,287 49	95,242 49
For engineering, per last report, -	858 35	
For engineering paid during the past year, -		
Total amount expended for engineering, -		184,145 84
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, -		
Total amount expended for agencies and other expenses, -		
Total cost of road and equipment, -		3,120,391 67

CHARACTERISTICS OF ROAD.

	Main Road.	Marble's Branch.	Gloucester Branch.	Salisbury Branch.
Length of road, - [Miles,	38.1063			
Length of single main track, - [do	22.1063			
Length of double main track, - [do	16			
Length of branches owned by the company, stating whether they have a single or double track, - [Single track.	-	3 miles	13.507	3.4112
Aggregate length of sidings and other tracks, excepting main track and branches, - [Miles,	1.4365			
Weight of rail per yard in main road, [Pounds,	45, 57, and 61.			
Weight of rail per yard in branch roads, -	-	46 lbs.	46 lbs.	46 lbs.
Specify the different weights per yard, -	-			
Maximum grade, with its length in main road, -	40 ft.			
Maximum grade, with its length in branch roads, -	-	40 ft.	45 ft.	41 ft.
Total rise and fall in main road, -	578.297			
Total rise and fall in branch roads, -	[ft.	-	3326 ft.	394 ft.
Shortest radius of curvature, with length of curve in main road, - [Radius, 1140 ft.,	1000 ft.			
Shortest radius of curvature, with length of curve in branch roads, - [Radius, 1146 ft.,	-	900 ft.	1910 ft.	400 ft.
Total degrees of curvature in main road, -	450°			
Total degrees of curvature in branch roads, -	-	-	451°	283°
Total length of straight line in main road, - [Miles,	28.4950			
Total length of straight line in branches, - [do	-	1.3310		2.1662
Aggregate length of wooden truss bridges, -	2,218 feet.			
Aggregate length of all other wooden bridges, -	7,229 feet.			
Aggregate length of iron bridges, -	None.			
Whole length of road unfenced on both sides, -	-			
Number of public ways crossed at grade, -	60			
Number of railroads crossed at grade, -	2			
Remarks, -				

Way stations for express trains, - - -	1	
Way stations for accommodation trains, - - -	13	
Flag stations, - - -	7	
Whole number of way stations, - - -	13	
Whole number of flag stations, - - -	7	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	241,538	
Miles run by freight trains, - - -	37,433	
Miles run by other trains, - - -	32,033	
Total miles run, - - -		311,004
Number of passengers carried in the cars, - - -	1,006,552½	
Number of passengers carried one mile, - - -	14,656,349	
Number of tons of merchandise carried in the cars, - - -	71,586	
Number of tons of merchandise carried one mile, - - -	1,829,530	
Number of passengers carried one mile, to and from other roads, - - -	2,361,501	
Number of tons carried one mile, to and from other roads, - - -	227,019	
Rate of speed adopted for express passenger trains, including stops, - - -	22 miles.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	21 do	
Rate of speed adopted for accommodation trains, - - -	21 do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	About 20 miles.	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	22 miles.	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	3,623,616	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	2,806,132	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$22,538 65	
For repairs of wooden bridges, - - -	4,425 33	
For renewals of iron, including laying down, [charged in renewals, below.] - - -		
For wages of switchmen, av. per mo., \$28 44, - - -	Total, } \$3,533 46	
For wages of gate-keepers, av. per mo., \$17½, - - -		
For wages of signal-men, av. per mo., \$17½, - - -		
For wages of watchmen, av. per mo., \$25, - - -		
Number of men employed, exclusive of those engaged in construction, - - -	228	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	\$621 02	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	1,367 61	
Total for maintenance of way, - - -		\$32,486 07
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	12,235 28	
For new locomotives to cover depreciation, [see Renewals.] - - -		
For repairs of passenger cars, - - -	8,336 91	
For new passenger cars, to cover depreciation, - - -		
For repairs of merchandise cars, - - -	1,109 14	

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For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, -	\$502 17	
Total for maintenance of motive power and cars, -		\$22,164 50
Number of engines, -	21	
Number of passenger cars, -	49	
Number of baggage cars, -	6	
Number of merchandise cars, -	104	
Number of gravel cars, -	45	
Number of mail cars, -	2	

MISCELLANEOUS.

For fuel used by engines during the year, viz.,		
Wood, [9,994½ cords,] -	46,273 40	
Coal, -		
For oil used by cars and engines, [4,452 gallons,] -	4,174 38	
For waste and other material for cleaning, [10,149 pounds,] -	642 27	
For salaries, wages and incidental expenses chargeable to passenger department, -	48,200 16	
For salaries, wages and incidental expenses chargeable to freight department, -	8,938 32	
For gratuities and damages, [see Gratuities, below.] -	456 48	
For taxes and insurance, -	4,941 44	
For ferries, -	7,386 55	
For repairs of station buildings, aqueducts, fixtures, furniture, -	1,526 38	
For interest, -	36,442 56	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -		
For amount paid other companies, as rent for use of their roads, specifying each company, -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	8,028 04	
Total miscellaneous, -		167,009 98
Total expenditures for working the road, -		221,660 55

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -	334,896 55	
2. To and from other roads, specifying what, [Portland, Saco, and Portsmouth,] -	50,711 62	

For freight:—

1. On main road and branches owned by company, -	62,834 52	
2. To and from other connecting roads, -	4,739 19	

U. S. mails, [\$8,324; miscellaneous, \$14,647 32,] -	67,573 71	
Rents, [and property accounts,] -	22,971 32	
Total income, -	62,923 23	
Net earnings, after deducting expenses, -	539,076 43	
	317,415 88	

DIVIDENDS.

8 Per cent. Total, -	267,400 00	
Surplus not divided, -	50,015 88	
Surplus last year, -	162,850 60	
Total surplus, -	212,866 48	

EASTERN RAILROAD.

[From which there has been expended for renewals, beyond the sales of old iron, and other materials,			
On road and bridges,	\$95,248	46	
On buildings,	1,266	37	
On engines and cars,	10,489	64	
Gratuities and damages, appurtenant to former years,			167,004 47
			42,340 74
			<u>149,345 21</u>
Balance of surplus, December 31, 1850,			63,521 27

CONDENSED STATEMENT OF THE FOREGOING RETURN.

Cost of road. Construction account,	-	-	\$3,120,891 67
Capital paid in,	\$2,850,000	00	
Funded debt,	500,000	00	
			<u>3,850,000 00</u>
Balance,	-	-	229,608 33
Balances due, called floating debt,	-	-	<u>481,153 30</u>
Total,	-	-	710,761 63
Invested in real estate, stock bonds, cash, balances due, and materials on hand for future use,	-	-	710,761 63
Income from railroad,	\$476,158	20	
Current expenses,	183,088	88	
			<u>293,064 32</u>
Balance,	-	-	18,000 00
Deduct for renewals, &c.,	-	-	<u>\$275,064 32</u>
Income from property and other sources,	75,652	78	
Interest, taxes, and expenses on same,	51,301	22	
			<u>24,351 56</u>
Net income from road and property,	-	-	299,415 88
Dividend, 8 per cent.,	-	-	<u>267,400 00</u>
Surplus for the year,	-	-	32,015 88
Surplus, December 31, 1849,	-	-	<u>162,850 60</u>
Total surplus, December 31, 1850,	-	-	194,866 48
From which, deduct renewals and contingencies, paid,	-	-	<u>131,345 21</u>
Surplus, December 31, 1850.	-	-	\$63,521 27

The Directors of the Eastern Railroad submit the preceding Report of the doings and income of the Company, for the year ending December 31, 1850.

The statistics are those of the road in this State, the income and expenditures of the combined roads in Massachusetts and New Hampshire, respecting which they ~~beg leave to refer to the Report of last year.~~

The stock of the company not having been available at par, no action toward the construction of the road from North Chelsea into Boston, has been taken. As the time limited for its location will expire in the spring, the company have asked an extension to enable them to avail of its provisions, whenever the stock can be disposed of at the rate stipulated in the act.

Accidents.—*August 5.*—The train that left Boston for Gloucester, came in collision with a coal train on the crossing of the Essex Railroad in Salem; Mr. Henry Knowles, the engineer, had his head bruised, and his right arm crushed, so that it was necessary to amputate it. He has since recovered.

August 17.—Abraham Thompson, of Salem, while walking on the track near Castle Hill, in Salem, was struck by the train and had his foot crushed, so that it was necessary to amputate the same.

October 23.—The engine struck a man who was walking between the tracks in Lynn, and slightly injured him. Name unknown.

D. A. NEAL,
 ICHABOD GOODWIN,
 ISAIAH BREED,
 SAMUEL PHILBRICK,
 ALBERT THORNDIKE,
 S. HOOPER.

SUFFOLK, ss. Boston, January 30, 1851. The above named D. A. Neal, Ichabod Goodwin, Isaiah Breed, Samuel Philbrick, and Albert Thorndike, personally appeared before me, and made solemn oath, that the above statement subscribed by them, is true, according to their best knowledge and belief.

GEORGE W. CROCKETT, *Justice of the Peace.*

SUFFOLK, ss. Boston, January 31, 1851. The above named S. Hooper personally appeared before me, and made solemn oath that the above statement subscribed by him, is true, according to his best knowledge and belief.

GEORGE W. CROCKETT, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

ESSEX RAILROAD COMPANY.

Return of the Essex Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$700,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$283,267 31	
Capital paid in since last report, - - - - -	11,610 00	
Total amount of capital stock paid in, - - - - -		294,877 31
Funded debt, per last report, - - - - -	139,911 39	
Funded debt, paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -	64,550 00	
Total present amount of funded debt, - - - - -		204,461 39
Floating debt, per last report, - - - - -	85,877 36	
Floating debt, paid since last report, - - - - -	17,231 76	
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		68,645 60
Total present amount of funded and floating debt, - - - - -		273,106 99
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$243,976 48; February, \$248,234 38; March, \$261,055 14; April, \$262,018 25; May, \$263,769 35; June, \$263,969 35; July, \$263,969 35; August, \$263,969 35; September, \$263,969 35; October, \$263,969 35; November, \$263,969 35; December, \$273,106 99.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	203,596 34	
For graduation and masonry paid during the past year, - - - - -	13,240 14	
Total amount expended for graduation and masonry, - - - - -		216,836 48
For wooden bridges, per last report, - - - - -	15,024 96	
For wooden bridges paid during the past year, - - - - -	209 49	
Total amount expended for wooden bridges, - - - - -		15,234 45
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	146,235 34	
For superstructure, including iron, paid during the past year, - - - - -	6,620 21	
Total amount expended for superstructure, including iron, - - - - -		152,855 55
For stations, buildings and fixtures, per last report, [including lot of ground in Lawrence,] - - - - -	31,970 40	
For stations, buildings and fixtures, paid during the past year, - - - - -	2,418 72	
Total amount expended for stations, buildings and fixtures, - - - - -		34,389 12

For land, land-damages and fences, per last report, -	\$48,816 79	
For land, land-damages and fences, paid during the past year, -	28,686 85	
Total amount expended for land, land-damages and fences, -		\$77,503 64
For locomotives, per last report, -		
For locomotives, paid during the past year, -		
Total amount expended for locomotives, -		
For passenger and baggage cars, per last report, -		
For passenger and baggage cars, paid during the past year, -		
Total amount expended for passenger and baggage cars, -		
For merchandise cars, per last report, [Gravel and hand cars,] -	4,205 00	
For merchandise cars, paid during the past year, -	512 00	
Total amount expended for merchandise cars, -		4,717 00
For engineering, per last report, -	15,257 16	
For engineering, paid during the past year, -	428 00	
Total amount expended for engineering, -		15,685 16
For agencies and other expenses, per last report, -	19,842 82	
For agencies and other expenses, paid during the past year, -	805 19	
Total amount expended for agencies and other expenses, -		20,648 01
Total cost of road and equipment, -		537,869 41

No locomotives, passenger, baggage or freight cars have as yet been purchased by the company.

CHARACTERISTICS OF ROAD.

Length of road, -	19.86 miles.
Length of single main track, -	19.86 "
Length of double main track, -	A double track from Salem to S. Danvers is being laid.
Length of branches owned by the company, stating whether they have a single or double track, -	1.36 miles—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, -	3400 feet.
Weight of rail per yard in main road, -	56
Weight of rail per yard in branch roads, -	58
Specify the different weights per yard, -	Two mentioned above.
Maximum grade, with its length in main road, -	55 feet—18,840 feet.
Maximum grade, with its length in branch roads, -	25 feet—200 feet.
Total rise and fall in main road, -	594½ feet.
Total rise and fall in branch roads, -	8 feet.
Shortest radius of curvature, with length of curve in main road, -	477½—925 feet in length.
Shortest radius of curvature, with length of curve in branch roads, -	446—210 do do
Total degrees of curvature in main road, -	839° 37'
Total degrees of curvature in branch roads, -	156°
Total length of straight line in main road, -	14.6 miles.
Total length of straight line in branches, -	1.03 "
Aggregate length of wooden truss bridges, -	40 feet.
Aggregate length of all other wooden bridges, -	5383 feet.
Aggregate length of iron bridges, -	None.
Whole length of road unfenced on both sides, -	4½ miles.
Number of public ways crossed at grade, -	29
Number of railroads crossed at grade, -	One.
Remarks, -	The Branch crosses Eastern Railroad in Salem.

Way stations for express trains, - - -	No. express trains run, -
Way stations for accommodation trains, - - -	8
Flag stations, - - -	4
Whole number of way stations, - - -	8
Whole number of flag stations, - - -	4

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	40,756	
Miles run by freight trains, - - -	6,806	
Miles run by other trains, - - -	5,840	
Total miles run, - - -		53,402
Number of passengers carried in the cars, - - -	76,294	
Number of passengers carried one mile, - - -	831,992	
Number of tons of merchandise carried in the cars, - - -	18,373	
Number of tons of merchandise carried one mile, - - -	388,995	
Number of passengers carried one mile, to and from other roads, - - -	131,952	
Number of tons carried one mile, to and from other roads, - - -	195,012	
Rate of speed adopted for express passenger trains, including stops, - - -	No express trains,	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	do do	
Rate of speed adopted for accommodation trains, - - -	24 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	26 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	24 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	784,316	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	165,357	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	Total,	This road having been worked by individuals by contract, and the accounts not settled, many of the blanks cannot be filled.
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo., \$ - - -		
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$ - - -	Total,	
For wages of watchmen, av. per mo., \$ - - -		
Number of men employed exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	

Total for maintenance of motive power and cars,	-
Number of engines,	-
Number of passenger cars,	-
Number of baggage cars,	-
Number of merchandise cars,	-
Number of gravel cars,	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-
Wood,	-
Coal,	-
For oil used by cars and engines,	-
For waste and other material for cleaning,	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-
For salaries, wages and incidental expenses, chargeable to freight department,	-
For gratuities and damages,	-
For taxes and insurance,	-
For ferries,	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-
For interest,	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-
For amount paid other companies as rent for use of their roads, specifying each company,	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-
Total miscellaneous,	-
Total expenditures for working the road,	-

#3,816 85

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,	23,755 55
2. To and from other roads, specifying what,	1,400 60

For freight:—

1. On main road and branches owned by company,	18,164 65
2. To and from other connecting roads,	4,062 75

U. S. mails,	-
Rents,	-
Total income,	-
Net earnings, after deducting expenses,	-

#47,383 55

DIVIDENDS.

Per cent. Total,	-	-	-	-	None.
Surplus not divided,	-	-	-	-	None.
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

The road having been recently built, no depreciation is estimated on roads, bridges and buildings.

ESSEX RAILROAD.

GEO. HODGES,
DAVID PINGREE,
EBEN. SUTTON,
S. A. SAFFORD,
N. B. MANSFIELD,
N. WESTON,

Directors.

Essex, ss. January 25, 1851. Then personally appeared the within named George Hodges, David Pingree, Eben. Sutton, S. A. Safford, N. B. Mansfield, and N. Weston, and made oath that the within return, by them subscribed, was true, according to their best knowledge and belief.

Before me,

SEPHEN P. WEBB, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
FALL RIVER RAILROAD COMPANY.

Return of the Fall River Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, [authorized,]	-	-	\$1,200,000 00
Increase of capital since last report,	-	-	
Capital paid in per last report,	-	-	\$1,050,000 00
Capital paid in since last report,	-	-	
Total amount of capital stock paid in,	-	-	1,050,000 00
Funded debt, per last report,	-	-	
Funded debt paid since last report,	-	-	
Funded debt, increase of, since last report,	-	-	
Total present amount of funded debt,	-	-	
Floating debt, per last report, [balance of,]	-	-	
	\$101,140 79		
Floating debt paid since last report, [bal-			
ance diminished,]	-	80,260 51	
[Debts payable,	-	-	38,595 42
[Debts receivable, and costs,	-	-	17,715 14
[Balance of indebtedness,	-	-	20,880 28
Average rate of interest per annum paid during the			
year,	-	-	6 11-100 per cent.
Maximum amount of debt for each month during			
the year, viz.: January, \$113,331 01; February,			
\$119,580 02; March, \$108,746 50; April, \$104,-			
204 53; May, \$100,472 13; June, \$92,565 31;			
July, \$83,465 42; August, \$74,004 19; Septem-			
ber, \$72,195 96; October, \$67,075 09; Novem-			
ber, \$51,289 35; December, \$36,227 00.*			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	279,898 47
For graduation and masonry diminished during the	-	-	
past year,	-	-	23,607 49
Total amount expended for graduation and masonry,	-	-	256,290 98
For wooden bridges, per last report,	-	-	7,221 43
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	7,221 43
Total amount expended for iron bridges, (if any,)	-	-	
For superstructure, including iron, per last report,	-	-	435,318 43
For superstructure, including iron, diminished during	-	-	
the past year,	-	-	31,962 97
Total amount expended for superstructure, including	-	-	
iron,	-	-	403,355 46
For stations, buildings and fixtures, per last report,	-	-	79,980 18
For stations, buildings and fixtures, diminished dur-	-	-	
ing the past year,	-	-	1,305 48

* The maximum amount of debt, as given monthly, does not include dues on account.

Total amount expended for stations, buildings and fixtures, - - - - -		\$78,624 70
For land, land-damages and fences, per last report, - - - - -	\$145,061 67	
For land, land-damages and fences, diminished during the past year, - - - - -	13,862 74	
Total amount expended for land, land-damages and fences, - - - - -		131,198 93
For locomotives, per last report, - - - - -	76,729 15	
For locomotives, diminished during the past year, - - - - -	9,853 16	
Total amount expended for locomotives, - - - - -		66,875 99
For passenger and baggage cars, per last report, - - - - -	43,911 86	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		43,911 86
For merchandise cars, per last report, - - - - -	45,574 74	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		45,574 74
For engineering, per last report, - - - - -	30,258 02	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		\$0,258 02
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		2,754 90
Total cost of road and equipment, - - - - -		<u>1,068,167 01</u>

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	42 and 242-1000 miles.
Length of single main track, - - - - -	All single.
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	No branches.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4 and 86-100 miles.
Weight of rail per yard in main road, - - - - -	52 to 57 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	44 and 88-100 ft.; length, 2400 feet.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	874 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	955 feet for 400 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	685° 28' 54" 5".
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	20 and 238-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	67 feet.
Aggregate length of all other wooden bridges, - - - - -	802 feet.
Aggregate length of iron bridges, - - - - -	No iron bridges.
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	47
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	Form of report may be improved.
Way stations for express trains, - - - - -	2

Way stations for accommodation trains, - - -	7
Flag stations, - - -	9
Whole number of way stations, - - -	7
Whole number of flag stations, - - -	9

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	89,034	
Miles run by freight trains, - - -	49,036	
Miles run by other trains, - - -		
Total miles run, - - -		138,072
Number of passengers carried in the cars, - - -	273,957	
Number of passengers carried one mile, - - -	5,137,456	
Number of tons of merchandise carried in the cars, - - -	71,949	
Number of tons of merchandise carried one mile, - - -	1,978,164	
Number of passengers carried one mile, to and from other roads, - - -	4,501,193	
Number of tons carried one mile, to and from other roads, - - -	1,670,669	
Rate of speed adopted for express passenger trains, including stops, - - -	29 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	27 do do	
Rate of speed adopted for accommodation trains, - - -	22 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	22 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	13 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	3,304,512	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	2,438,700	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	16,019 24	
For repairs of wooden bridges, - - -	141 08	
For renewals of iron, including laying down, - - -	200 tons of new iron has been used; expense, less the value of the old iron taken up, has been charged in road repairs.	
For wages of switchmen, av. per mo., \$30, - - -	Total,	2,104 62
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$30, - - -		
For wages of watchmen, av. per mo., \$30, - - -		
Number of men employed, exclusive of those engaged in construction, - - -	151	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	34 39	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	31 78	
Total for maintenance of way, - - -		18,331 11

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	5,295 33
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	4,203 50
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	4,535 91

For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, -	\$236 70	
Total for maintenance of motive power and cars, -		\$14,271 43
Number of engines, - - - - -	9	
Number of passenger cars, - - - - -	15	
Number of baggage cars, - - - - -	8, of which 3 are plat-	
Number of merchandise cars, - - - - -	} 126	form.
Number of gravel cars, - - - - -		

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, - - - - -	25,371 23	
Coal, [used in offices, at stations, and in workshops,]	725 33	
For oil used by cars and engines, - - - - -	2,617 40	
For waste and other material for cleaning, - - - - -	484 66	
For salaries, wages and incidental expenses, charge-		
able to passenger department, - - - - -	13,671 48	
For salaries, wages and incidental expenses, charge-		
able to freight department, - - - - -	16,596 30	
For gratuities and damages, - - - - -	967 49	
For taxes and insurance, - - - - -	8 35	
For ferries, - - - - -		
For repairs of station buildings, aqueducts, fixtures,		
furniture, - - - - -	1,542 30	
For interest, - - - - -	5,255 30	
For amount paid other companies, in tolls for pas-		
sengers, and freight carried on their roads, speci-		
fying each company, - - - - -		Each company shares ac-
For amount paid other companies, as rent for use of		[cording to agreement.
their roads, specifying each company, - - - - -		
For salaries of president, treasurer, superintendent,		
law expenses, office expenses of the above offices,		
and all other expenses, not included in any of the		
foregoing items, - - - - -	9,916 23	
Total miscellaneous, - - - - -		77,166 07
Total expenditures for working the road, - - -		109,768 61

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - - -	121,293 92
2. To and from other roads, specifying what, - - -	Included above.

For freight:—

1. On main road and branches owned by company, -	80,767 40
2. To and from other connecting roads, - - - - -	Included in above.
U. S. mails, - - - - -	3,317 31
Rents, [\$485 73; expresses, \$4,216 37,] - - - - -	4,702 10
Total income, - - - - -	210,080 73
Net earnings, after deducting expenses, - - -	100,312 12

DIVIDENDS, - - - - -

[Net income, as above, - - - - -	None.
[Surplus of last year, including unexpended fund for renewals, - - - - -	100,312 12
[Total of income unappropriated on the 1st of Dec.,	10,400 65
[Of this, has been appropriated in payment of debt contracted for construction, - - - - -	110,712 77
	84,000 00
[Balance, or present surplus, - - - - -	26,712 77

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, -	-	-	-	-
Buildings, -	-	-	-	-
Engines and cars, -	-	-	-	-

As reported last year, the cost of road and equipment had been \$1,146,003 95. Since that time there has been charged \$6,163 06, making the whole cost, as appeared from the books of the company, on the 30th day of November last, \$1,152,167 01. But, as stated in the return of last year, there had, in 1847, been charged to the several accounts of construction large sums, which formed no part of the cost thereof. They were losses suffered by sales of stock at less than the par value, and for interest paid stockholders while the road was in course of construction.

Previous to the return of last year there had been appropriated, of earnings, toward these over charges, \$31,500. Of the earnings of the past year there has been taken for the same purpose, \$84,000. These appropriations have been credited to the several accounts of construction, in manner as had been charged the losses by sale of stock, and the interest which had been paid to stockholders. The effect of these credits has been the application of so much of the earnings to the liquidation of the company's indebtedness. To construction account there yet remains a small excess of charge.

\$84,000 taken from \$1,152,167 01, the amount for which road and equipment stood charged on the 30th day of November, leaves \$1,068,167 01, the amount as now reported. The increase of construction account during the past year, has been mostly by the settlement of demands which had for some time remained unadjusted.

All which is respectfully submitted,

NATHANIEL B. BORDEN,
 ROYAL TURNER,
 JEFFERSON BORDEN,
 C. C. GILBERT,
 P. H. PEIRCE,
 JOSEPH S. TILLINGHAST,
 NAHUM STETSON.

BRISTOL, ss. *January 9, 1851.* Then Nathaniel B. Borden, Royal Turner, Jefferson Borden, C. C. Gilbert, P. H. Peirce, and Nahum Stetson, severally made oath that the foregoing return, by them subscribed, is just and true, according to the best of their knowledge and belief; and Joseph S. Tillinghast made affirmation. Before me,

DAVID ANTHONY, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY.

Return of the Fitchburg Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$3,500,000 00
Increase of capital since last report,	\$180,000 00	
Capital paid in per last report,	3,269,780 00	
Capital paid in since last report,	230,220 00	
Total amount of capital stock paid in,		3,500,000 00
Funded debt, per last report,	None.	
Funded debt paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,	100,000 00	
Floating debt, per last report,	195,255 74	
Floating debt paid since last report,	95,255 74	
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,	None.	
Total present amount of funded debt,	100,000 00	
Average rate of interest, per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$195,255 74; February, \$190,647 38; March, \$198,147 27; April, \$167,119 57; May, \$137,935 93; June, \$134,144 11; July, \$138,855 89; August, \$123,355 89; September, \$121,000 00; October, \$115,000 00; November, \$100,000 00; December, \$100,000 00.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	667,621 49	
For graduation and masonry paid during the past year, [including second track and Lancaster and Sterling Branch,]	42,718 14	
Total amount expended for graduation and masonry,		730,339 63
For wooden bridges, per last report,	165,472 78	
For wooden bridges paid during the past year, [including second track and Lancaster and Sterling Branch,]	5,592 21	
Total amount expended for wooden bridges,		171,064 99
Total amount expended for iron bridges, (if any,)	None.	
For superstructure, including iron, per last report,	1,022,788 75	
For superstructure, including iron, paid during the past year, [including second track and Lancaster and Sterling Branch,]	22,298 46	
Total amount expended for superstructure, including iron,		1,050,087 21
For stations, buildings and fixtures, per last report,	411,002 02	
For stations, buildings and fixtures, paid during the past year, [including second track and Lancaster and Sterling Branch,]	12,376 46	

Total amount expended for stations, buildings and fixtures, - - - - -		\$423,384 49
For land, land-damages and fences, per last report, - - - - -	\$697,369 22	
For land, land-damages and fences, paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	9,071 67	
Total amount expended for land, land-damages and fences, - - - - -		706,446 89
For locomotives, per last report, - - - - -	194,899 59	
For locomotives, paid during the past year, - - - - -	5,490 53	
Total amount expended for locomotives, - - - - -		200,390 12
For passenger and baggage cars, per last report, - - - - -	51,875 20	
For passenger and baggage cars, paid during the past year, - - - - -	275 00	
Total amount expended for passenger and baggage cars, - - - - -		52,150 20
For merchandise cars, per last report, - - - - -	171,399 32	
For merchandise cars, paid during the past year. [This account is \$1,200 less than was reported last year, having been charged to profit and loss.] - - - - -		
Total amount expended for merchandise cars, - - - - -		170,199 32
For engineering, per last report, - - - - -	43,357 28	
For engineering, paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	4,873 47	
Total amount expended for engineering, - - - - -		48,230 75
For agencies and other expenses, per last report, - - - - -	Nothing.	
For agencies and other expenses, paid during the past year, - - - - -	do	
Total amount expended for agencies and other expenses, - - - - -	do	
Total cost of road, - - - - -		3,552,262 59

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	50 93-100 miles.
Length of single main track, - - - - -	All double track.
Length of double main track, - - - - -	50 93-100 miles.
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	15 5-100 miles; single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	12 244-1000 miles.
Weight of rail per yard in main road, - - - - -	56 to 58½ lbs.
Weight of rail per yard in branch roads, [excepting Lancaster and Sterling Branch, which is 49 lbs.,] - - - - -	56 lbs. [track, 58½ lbs.
Specify the different weights per yard, - - - - -	Old track, 56 lbs; new
Maximum grade, with its length in main road, - - - - -	40 feet 5 12-100 miles in the aggregate. made up of four separate planes, in different parts of the road.
Maximum grade, with its length in branch roads, - - - - -	46 feet in different places, 4,600 feet long.
Total rise and fall in main road, - - - - -	739½ ft. rise; 313½ ft. fall.
Total rise and fall in branch roads, - - - - -	62 7-10 ft. rise; 65 6-10 ft. [fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	818 feet, and 500 feet long.
Shortest radius of curvature, with length of curve in branch roads, [ice tracks about ponds,] - - - - -	573 feet, and 300 feet long.
Total degrees of curvature in main road, - - - - -	1694½°.
Total degrees of curvature in branch roads, - - - - -	1039°.
Total length of straight line in main road, - - - - -	34 67-100 miles.

Total length of straight line in branches, -	-	11 miles.
Aggregate length of wooden truss bridges, -	-	490 feet.
Aggregate length of all other wooden bridges, -	-	7403 feet.
Aggregate length of iron bridges, -	-	None.
Whole length of road unfenced on both sides, -	-	None.
Number of public ways crossed at grade, -	-	83 on main line and branches.
Number of railroads crossed at grade, -	-	4
Remarks, -	-	
Way stations for express trains, -	-	1 up, and 5 down.
Way stations for accommodation trains, -	-	15 on main line.
Flag stations, -	-	10 on main line.
Whole number of way stations, -	-	27 on main line and branches.
Whole number of flag stations, -	-	16 on main line and branches

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	256,859	
Miles run by freight trains, -	-	107,613	
Miles run by other trains, -	-	10,952	
Total miles run, -	-		375,424
Number of passengers carried in the cars, -	-	1,080,286	
Number of passengers carried one mile, -	-	14,299,205	
Number of tons of merchandise carried in the cars, -	-	328,258	
Number of tons of merchandise carried one mile, -	-	8,284,617	
Number of passengers carried one mile, to and from other roads, -	-	6,596,295	
Number of tons carried one mile, to and from other roads, -	-	4,904,002	
Rate of speed adopted for express passenger trains, including stops, -	-	30 61-100 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	30 miles per hour.	
Rate of speed adopted for accommodation trains, -	-	23 69-100 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	23 73-100 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions, -	-	20 do., very nearly.	
Average rate of speed adopted for freight trains, including stops and detentions, -	-	12 do., very nearly.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	6,678,334	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	13,128,786	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$19,681 15	
For repairs of wooden bridges, -	-	1,072 51	
For renewals of iron, including laying down, -	-		Included in road repairs.
For wages of switchmen, av. per mo., \$428 24½,	-	\$5,138 96	Total } \$12,347 00
For wages of gate-keepers, av. per mo., 141 67,	-	1,700 04	
For wages of signal men, av. per mo., 95 00,	-	1,140 00	
For wages of watchmen, av. per mo., 364 00,	-	4,368 00	
Number of men employed, exclusive of those engaged in construction, [on main road and branches operated by the company,] -	-	332	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	1,191 51	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	370 79	
Total for maintenance of way, -	-		\$34,662 96

MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	\$15,079 55
For new locomotives, to cover depreciation, - - -	1,554 83
For repairs of passenger cars, - - -	6,644 77
For new passenger cars, to cover depreciation, - - -	817 86
For repairs of merchandise cars, - - -	8,384 56
For new merchandise cars, to cover depreciation, - - -	991 25
For repairs of gravel and other cars, - - -	411 04
Total for maintenance of motive power and cars, - - -	\$33,883 86
Number of engines, - - -	25
Number of passenger cars, - - -	29 8-wheeled.
Number of baggage cars, - - -	6 8-wheeled.
Number of merchandise cars, - - -	478 4-wheeled.
Number of gravel cars, - - -	54 4-wheeled.
MISCELLANEOUS.	
For fuel used by engines during the year, viz.:	
Wood, - - - - -	\$52,163 59
Coal, - - - - -	1,640 22
	\$53,803 81
For oil used by cars and engines, - - -	4,415 63
For waste and other material for cleaning, - - -	682 77
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	31,695 79
For salaries, wages and incidental expenses, chargeable to freight department, - - -	44,410 48
For gratuities and damages, - - -	1,910 39
For taxes and insurance, [\$4,228 50 of this belonged to a previous year. It being unadjusted at the time of last Annual Report, but has since been paid, and charged to profit and loss, or contingent fund,] - - - - -	9,266 79
For ferries, - - - - -	Nothing.
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	4,071 10
For interest, [Last year the amount of interest paid, was charged directly to Expenses Passenger Department, and not stated as interest,] - - -	6,109 66
For amount paid other companies, for rent of roads, specifying each company, - - -	None.
For amount paid other companies, as rent for use of their roads, specifying each company, - - -	
[Lexington & W. Camb. Railroad Co., \$7,480 02	
Peterborough and Shirley do, 12,934 32	
	20,414 34
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	11,756 22
Total miscellaneous, - - - - -	188,536 98
Total expenditures for working the road, [including rents and proportion of earnings paid Branch Roads, leased or operated by this Company,] - - -	257,083 80
INCOME DURING THE YEAR.	
For passengers:—	
1. On main road, including branches owned by company, - - - - -	144,581 18
2. To and from other roads, specifying what, - - -	
[Lexington and West Cambridge, Peterborough	

and Shirley, Stony Brook, Worcester and Nashua, Harvard Branch, Vermont and Massachusetts, and its connecting roads, - -	\$108,277 68
<i>For freight :—</i>	
1. On main road and branches owned by company, -	127,659 60
2. To and from other connecting roads, -	
[Lexington and West Cambridge, Peterborough and Shirley, Stony Brook, Worcester and Nashua, and Vermont and Massachusetts, and its connecting roads, - - - -]	142,908 51
U. S. mails, - - - -	6,386 79
Rents, [miscellaneous, &c.] - - - -	21,793 37
Total income, - - - -	\$551,607 13
Net earnings, after deducting expenses, [rents and proportion of earnings paid branch roads leased or operated by this company, also deducting sundry accounts charged to profit and loss,] - -	294,523 33
DIVIDENDS.	
8 Per cent. Total, [including the dividend due January 1, 1851,] - - - -	276,800 00
Surplus not divided, - - - -	17,723 33
Surplus last year, - - - -	58,606 25
Total surplus, - - - -	76,329 58
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ. :	
Road and bridges, - - - -	The road, bridges, buildings, engines and cars, have been kept in good order. The contingent fund is intended to cover and make good any depreciation beyond renewals and repairs.
Buildings, - - - -	
Engines and cars, - - - -	

We have to report the following serious accidents for the year 1850 :—

May 6.—An engineman was slightly injured at Waltham, by the express engine coming in contact with some cars loaded with ice.

June 20.—An Irishman was walking on the track, between Somerville and Porter's, and was knocked down and considerably injured by the up train. He was intoxicated. He died in a few days after.

July 2.—A brakeman from the Cheshire road, in attempting to walk on top of the passenger train, was knocked off and killed, by a bridge in Leominster.

August 17.—A man was walking on the track at Groton, and was knocked down by the train, and had his leg broken.

September 7.—A brakeman was killed by a bridge, between Concord and Lincoln, while standing on top of the cars.

November 9.—A man, while walking on the track in Charlestown, was struck by the train, and so much injured that he died in a few days.

November 12.—A brakeman was killed by a bridge in Lincoln, while standing on top of the cars.

December 19.—A brakeman was slightly injured by coming in contact with a bridge in Waltham, while standing on top of the cars.

Respectfully submitted by

JACOB FOSTER,
N. F. CUNNINGHAM,
ISRAEL LONGLEY,
HORATIO ADAMS,
HENRY TIMMINS,
ALVAH CROCKER, .
E. HASKET DERBY,
Directors.

Boston, January 24, 1851.

SUFFOLK, ss. *January 27, 1851.* Then personally appeared the above named Jacob Foster, Henry Timmins, Horatio Adams, Israel Longley, E. Hasket Derby, and Alvah Crocker, and made oath that the above report is true, according to their best knowledge and belief.

Before me, THOMAS THACHER, *Justice of the Peace.*

MIDDLESEX, ss. *January 25, 1851.* Then personally appeared the above named N. F. Cunningham, and made oath that the above report is true, according to his best knowledge and belief.

Before me, CHARLES BEMTS, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

FITCHBURG AND WORCESTER RAILROAD COMPANY.

Return of the Fitchburg and Worcester Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - [Allowed by charter,		\$500,000 00
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	\$107,232 00	
Capital paid in since last report, - - -	41,978 20	
Total amount of capital stock paid in, - - -		149,210 20
Funded debt, per last report, - - -	37,447 45	
Funded debt paid since last report, - - -		
Funded debt, increase of, since last report, - - -	83,665 87	
Total present amount of funded debt, - - -		121,113 32
Floating debt, per last report, - - -	None.	
Floating debt paid since last report, - - -		
Floating debt, increase of, since last report, - - -	7,784 61	
Total present amount of floating debt, - - -		7,784 61
Total present amount of funded and floating debt, - - -		128,897 93
Average rate of interest per annum paid during the year, - - -		
Maximum amount of debt for each month during the year, viz.: January, \$41,500; February, \$56,375; March, \$74,287; April, \$78,785; May, \$91,283; June, \$93,780; July, \$98,460; August, \$99,863; September, \$103,811; October, \$110,400; November, \$120,712; December, \$128,897 93.	6 per cent., exclusive of discount on notes and bonds of the company, amounting to \$10,504.	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	74,866 29	
For graduation and masonry paid during the past year, - - -	27,758 17	
Total amount expended for graduation and masonry, - - -		102,624 46
For wooden bridges, per last report, - - -	1,617 96	
For wooden bridges paid during the past year, - - -	3 07	
Total amount expended for wooden bridges, - - -		1,621 03
Total amount expended for iron bridges, (if any), - - -	None.	
For superstructure, including iron, per last report, - - -	57,947 52	
For superstructure, including iron, paid during the past year, - - -	36,027 99	
Total amount expended for superstructure, including iron, - - -		93,975 51
For stations, buildings and fixtures, per last report, - - -	None.	
For stations, buildings and fixtures, paid during the past year, - - -	4,690 34	
Total amount expended for stations, buildings and fixtures, - - -		4,690 34
For land, land-damages and fences, per last report, - - -	12,410 40	
For land, land-damages and fences, paid during the past year, - - -	13,493 98	

Total amount expended for land, land-damages and fences, - - - - -		\$25,904 38
For locomotives, per last report, - - - - -	None.	
For locomotives, paid during the past year, - - - - -	\$13,935 00	
Total amount expended for locomotives, - - - - -		13,935 00
For passenger and baggage cars, per last report, - - - - -	None.	
For passenger and baggage cars, paid during the past year, - - - - -	3,018 00	
Total amount expended for passenger and baggage cars, - - - - -		3,018 00
For merchandise cars, per last report, - - - - -	None.	
For merchandise cars, paid during the past year, - - - - -	5,631 12	
Total amount expended for merchandise cars, - - - - -		5,631 12
For engineering, per last report, - - - - -	6,361 21	
For engineering, paid during the past year, - - - - -	1,312 88	
Total amount expended for engineering, - - - - -		7,674 09
For agencies and other expenses, per last report, - - - - -	None.	
For agencies and other expenses, paid during the past year, - - - - -	None.	
Total amount expended for agencies and other expenses, - - - - -	None.	
Total cost of road and equipment, - - - - -		259,073 93

CHARACTERISTICS OF ROAD.

Length of road, - - - - - [As per location filed,	13 993-1000 miles.
Length of single main track, - - - - -	13 994-1000 miles.
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	968-1000 of a mile.
Weight of rail per yard in main road, - - - - -	54 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	39 6-10 feet per mile for 3 902-1000 miles, except 23-1000 of a mile of 61 77-100 feet per mile at crossing of Fitchburg Railroad.
Maximum grade, with its length in branch roads, - - - - -	304 3-10 feet.
Total rise and fall in main road, - - - - -	
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	Radius 800 feet; length of [curve 702 ft.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	805 48-60 deg.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	7 369-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	127 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	17
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	4
Flag stations, - - - - -	2

88 FITCHBURG AND WORCESTER RAILROAD.

Whole number of way stations, - - -	4	
Whole number of flag stations, - - -	2	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -		
Miles run by freight trains, [freight, passenger and other trains,] - - -	23,550	
Miles run by other trains, - - -		
Total miles run, - - -		23,550
Number of passengers carried in the cars, - - -	41,528	
Number of passengers carried one mile, - - -	421,454	
Number of tons of merchandise carried in the cars, - - -	13,467	
Number of tons of merchandise carried one mile, - - -	158,401	
Number of passengers carried one mile, to and from other roads, - - -	363,423	
Number of tons carried one mile, to and from other roads, - - -	143,353	
Rate of speed adopted for express passenger trains, including stops, - - -		No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -		
Rate of speed adopted for accommodation trains, - - -	21 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	21 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -		
Average rate of speed adopted for freight trains, in- cluding stops and detentions, - - -	14 do do	
Estimated weight in tons of passenger cars, (not in- cluding passengers,) hauled one mile, - - -	245,688	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	82,264	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - - -	\$1,431 92	
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo. \$28 00, - - -		
For wages of gate-keepers, av. per mo. \$ None, - - -		
For wages of signal-men, av. per mo. \$20 80, - - -		
For wages of watchmen, av. per mo. \$ None, - - -		
Number of men employed, exclusive of those en- gaged in construction, - - -	17	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		\$1,662 85
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	36 68	
For new locomotives to cover depreciation, - - -		
For repairs of passenger cars, - - -	236 42	
For new passenger cars to cover depreciation, - - -		
For repairs of merchandise cars, - - -	86 75	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -	4 57	
Total for maintenance of motive power and cars, - - -		818 42
Number of engines, - - -	2	

Number of passenger cars, - - -	1
Number of baggage cars, - - -	1
Number of merchandise cars, - - -	12
Number of gravel cars, - - -	None.

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	\$3,225 83
Wood, [\$3,225 83,]	-
Coal, - - -	-
For oil used by cars and engines, - - -	504 65
For waste and other material for cleaning, - - -	48 03
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	2,540 39
For salaries, wages and incidental expenses, chargeable to freight department, - - -	1,406 14
For gratuities and damages, - - -	29 50
For taxes and insurance, - - -	26 89
For ferries, - - -	-
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	-
For interest, [exclusive of discount on mortgage bonds, amounting to \$10,019,] - - -	4,700 06
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Fitchburg, Rutland and Burlington, Western, Worcester and Nashua, and Cheshire Railroad Companies,] - - -	2,272 28
For amount paid other companies as rent for use of their roads, specifying each company, [Vermont and Mass. Railroad Co.] - - -	54 96
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	1,042 20
Total miscellaneous, - - -	\$15,852 95
Total expenditures for working the road, [including all expenditures for the year commencing January 1st, and ending December 31st, 1850,] - - -	18,054 22

INCOME DURING 9½ MONTHS,

Commencing Feb. 11, (the time when the road went into operation,) and ending Nov. 30, 1850.

For passengers:—

1. On main road, including branches owned by company, - - -	12,629 77
2. To and from other roads, specifying what, - - -	483 99

For freight:—

1. On main road and branches owned by company, - - -	3,823 59
2. To and from other connecting roads, - - -	4,372 05
U. S. Mails, - - - [For one month only, - - -]	58 33
Rents, - - - [Now due, - - -]	63 69
Total income, - - - [For 9½ months, - - -]	21,431 42
Net earnings, after deducting expenses, - - -	-

DIVIDENDS.

Per cent. Total, - - -	} None.
Surplus not divided, - - -	
Surplus last year, - - -	
Total surplus, - - -	

80 FITCHBURG AND WORCESTER RAILROAD.

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.					
Road and bridges,	-	-	-	-	\$200 00
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	700 00

IVERS PHILLIPS,
 CHARLES W. WILDER,
 JOHN T. FARWELL,
 JOEL PRATT,
 JAMES H. CARTER,
 CYRUS HOLBROOK,
 SAMUEL HAUGHTON,
 C. C. FIELD,

Directors.

WORCESTER, ss. *January 25, 1851.* Then personally appeared the
 above named Charles W. Wilder, John T. Farwell, Joel Pratt, James H.
 Carter, Cyrus Holbrook, Samuel Haughton, C. C. Field, and Ivers Phil-
 lips, and made oath that the foregoing return, by them subscribed, is true,
 according to their best knowledge and belief. Before me,

NATH'L WOOD, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
FRAMINGHAM BRANCH RAILROAD COMPANY.

To the Honorable, the Legislatura of the Commonwealth of Massachusetts:

The Directors of the Framingham Branch Railroad Company make the Third Annual Report, as follows:

The act passed March 28, 1850, extending the time for constructing the road, has been accepted by the Directors.

No assessment has yet been laid, and no action has been had, the last year, in regard to the building of the road

All which is respectfully submitted,

EBEN. BARKER,
JOHN WENZELL.

January 30, 1851.

MIDDLESEX, ss. *January 30, 1851.* Then personally appeared Ebenezer Barker, and John Wenzell, and made oath to the truth of the above return, by them subscribed. Before me,

DANIEL S. RICHARDSON, Justice of the Peace.

FIFTH ANNUAL REPORT

OF THE

GRAND JUNCTION RAILROAD AND DEPOT COMPANY.

Return of the Grand Junction Railroad and Depot Company, under the Act of May 1, 1849, chap. 191.

Capital stock,	-	-	-	\$1,200,000 00
Increase of capital since last report,	-	-	-	
Capital paid in per last report,	-	-	-	\$631,095 24
Capital paid in since last report,	-	-	-	90,050 00
Total amount of capital stock paid in,	-	-	-	721,145 24
Funded debt, per last report,	-	-	-	
Funded debt, paid since last report,	-	-	-	
Funded debt, increase of, since last report,	-	-	-	
Total present amount of funded debt,	-	-	-	223,000 00
Floating debt, per last report,	-	-	-	65,453 79
Floating debt, paid since last report,	-	-	-	28,456 80
Floating debt, increase of, since last report,	-	-	-	
Total present amount of floating debt,	-	-	-	36,996 99
Total present amount of funded and floating debt,	-	-	-	259,996 99
Average rate of interest per annum paid during the year,	-	-	-	6 per cent.
<p>Maximum amount of debt for each month during the year, viz.: January, \$4,542 16; February, \$5,230 68; March, \$2,149 60; April, \$3,069 46; May, \$1,025 00; June, \$3,102 89; July, \$10,704 65; August, \$9,545 06; September, \$32,633 69; October, \$12,874 65; November, \$5,775 23; December, \$1,400 00.</p>				
<p>COST OF ROAD AND EQUIPMENT.</p>				
For graduation and masonry, per last report. (The \$18,244 57, returned for 1849, should have been charged to land, land-damages, &c.)	-	-	-	
For graduation and masonry paid during the past year,	-	-	-	\$60,727 54
Total amount expended for graduation and masonry,	-	-	-	\$60,727 54
For wooden bridges, per last report,	-	-	-	2,700 00
For wooden bridges paid during the past year,	-	-	-	21,419 37
Total amount expended for wooden bridges,	-	-	-	24,119 37
Total amount expended for iron bridges, (if any,) -	-	-	-	
For superstructure, including iron, per last report,	-	-	-	
For superstructure, including iron, paid during the past year,	-	-	-	881 25
Total amount expended for superstructure, including iron,	-	-	-	881 25
For stations, buildings and fixtures, per last report,	-	-	-	

For stations, buildings and fixtures, paid during the past year,	-	-	-
Total amount expended for stations, buildings and fixtures,	-	-	-
For land, land-damages and fences, per last report, [and dredging docks. Corrected as above note indicates,]	\$647,540	44	
For land, land-damages and fences, paid during the past year,	19,678	43	
Total amount expended for land, land-damages and fences,			\$667,218 87
For locomotives, per last report,	-	-	-
For locomotives, paid during the past year,	-	-	-
Total amount expended for locomotives,	-	-	-
For passenger and baggage cars, per last report,	-	-	-
For passenger and baggage cars, paid during the past year,	-	-	-
Total amount expended for passenger and baggage cars,	-	-	-
For merchandise cars, per last report,	-	-	-
For merchandise cars, paid during the past year,	-	-	-
Total amount expended for merchandise cars,	-	-	-
For engineering, per last report, [should have been,]	6,608	47	
For engineering, paid during the past year,	4,288	97	
Total amount expended for engineering, [instruments, &c.,]			10,897 44
For agencies and other expenses, per last report,	-	-	-
For agencies and other expenses, paid during the past year,	-	-	-
Total amount expended for agencies and other expenses,	-	-	-
Total cost of road and equipment,	-	-	-

CHARACTERISTICS OF ROAD.

Length of road,	-	-	-	6.18 miles.
Length of single main track,	-	-	-	
Length of double main track,	-	-	-	
Length of branches owned by the company, stating whether they have a single or double track,	-	-	-	
Aggregate length of sidings and other tracks, excepting main track and branches,	-	-	-	
Weight of rail per yard in main road,	-	-	-	
Weight of rail per yard in branch roads,	-	-	-	
Specify the different weights per yard,	-	-	-	
Maximum grade, with its length in main road,	-	-	-	43.45 for 800 feet.
Maximum grade, with its length in branch roads,	-	-	-	
Total rise and fall in main road,	-	-	-	26.6 feet.
Total rise and fall in branch roads,	-	-	-	
Shortest radius of curvature, with length of curve in main road,	-	-	-	315 feet for 391 feet.
Shortest radius of curvature, with length of curve in branch roads,	-	-	-	
Total degrees of curvature in main road,	-	-	-	340° 56'.
Total degrees of curvature in branch roads,	-	-	-	
Total length of straight line in main road,	-	-	-	15,375 feet.
Total length of straight line in branches,	-	-	-	
Aggregate length of wooden truss bridges,	-	-	-	
Aggregate length of all other wooden bridges, [now finished,]	-	-	-	830 feet.
Aggregate length of iron bridges,	-	-	-	

Whole length of road unfenced on both sides,	-	19,261 feet.
Number of public ways crossed at grade,	-	5
Number of railroads crossed at grade,	-	1
Remarks,	-	
Way stations for express trains,	-	
Way stations for accommodation trains,	-	
Flag stations,	-	
Whole number of way stations,	-	
Whole number of flag stations,	-	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	
Miles run by freight trains,	-	
Miles run by other trains,	-	
Total miles run,	-	
Number of passengers carried in the cars,	-	
Number of passengers carried one mile,	-	
Number of tons of merchandise carried in the cars,	-	
Number of tons of merchandise carried one mile,	-	
Number of passengers carried one mile, to and from other roads,	-	
Number of tons carried one mile, to and from other roads,	-	
Rate of speed adopted for express passenger trains, including stops,	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	
Rate of speed adopted for accommodation trains,	-	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	
Average rate of speed actually attained by special trains, including stops and detentions,	-	
Average rate of speed adopted for freight trains, including stops and detentions,	-	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	

EXPENDITURES FOR WORKING THE ROAD.

For maintenance of way, for temporary purposes,	-	\$141 80
For repairs of wooden bridges,	-	
For renewals of iron, including laying down,	-	
For wages of switchmen, av. per mo., \$	-	
For wages of gate-keepers, av. per mo., \$	-	
For wages of signal men, av. per mo., \$	-	
For wages of watchmen, av. per mo., \$	-	
Number of men employed exclusive of those engaged in construction,	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used.)	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	
Total for maintenance of way,	-	141 80

MOTIVE POWER AND CARs.

For repairs of locomotives,	-	
For new locomotives, to cover depreciation,	-	

For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-
Wood,	-	-	-
Coal,	-	-	-
For oil used by cars and engines,	-	-	-
For waste and other material for cleaning,	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-
For gratuities and damages,	-	-	-
For taxes and insurance,	-	-	-
For ferries,	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-
For interest, [on debt and interest paid in dividends to stockholders,]	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-
Total miscellaneous,	-	-	-
Total expenditures for working the road,	-	-	-

#1,274 59

#4,521 11

16,667 33

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For freight:—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. mails,	-	-	-
Rents,	-	-	-
Total income,	-	-	-
Net earnings, after deducting expenses,	-	-	-

1,481 48

DIVIDENDS.

Per cent. Total,	-	-	-
Surplus not divided,	-	-	-
Surplus last year,	-	-	-
Total surplus,	-	-	-

198 02

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.					
Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

SAMUEL S. LEWIS,
DAVID HENSHAW,
ICHABOD GOODWIN,
Directors.

NORFOLK, ss. *January 27, 1851.* Then personally appeared the within named Samuel S. Lewis, and David Henshaw, and severally made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

J. P. ROBINSON, *Justice of the Peace.*

PORTSMOUTH, N. H., ROCKINGHAM, ss. *January 28, 1851.* Then personally appeared the within named Ichabod Goodwin, and made oath that the foregoing return by him subscribed, is true, according to his best knowledge and belief. Before me,

JACOB WENDELL, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

HARTFORD AND NEW HAVEN RAILROAD COMPANY.

*Return of the Hartford and New Haven Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [allowed by the charter of Mass.]	\$300,000 00
Increase of capital since last report,	-
Capital paid in per last report,	-
Capital paid in since last report,	-
Total amount of capital stock paid in,	-
Funded debt, per last report,	-
Funded debt paid since last report,	-
Funded debt, increase of, since last report,	-
Total present amount of funded debt, [of the Hart- ford and N. Haven Railroad Co.]	472,000 00
Floating debt, per last report,	43,000 00
Floating debt paid since last report,	32,000 00
Floating debt, increase of, since last report,	-
Total present amount of floating debt, [of the Hart- ford and N. Haven Railroad Co.]	75,000 00
Total present amount of funded and floating debt, [of the Hartford and N. Haven Railroad Co.]	547,000 00
Average rate of interest per annum paid during the year,	7 per cent. on funded debt; 6 per cent. on floating debt.
Maximum amount of debt for each month during the year, viz.: January, \$515,000; February, \$515,000; March, \$515,000; April, \$515,000; May, \$515,000; June, \$515,000; July, \$515,000; August, \$515,000; September, \$547,000; Octo- ber, \$547,000; November, \$547,000; December, \$547,000.	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-
For graduation and masonry paid during the past year,	-
Total amount expended for graduation and masonry,	-
For wooden bridges, per last report,	-
For wooden bridges paid during the past year,	-
Total amount expended for wooden bridges,	-
Total amount expended for iron bridges, (if any,) -	-
For superstructure, including iron, per last report,	-
For superstructure, including iron, paid during the past year,	-
Total amount expended for superstructure, including iron, [and land for roadway and fencing,]	-
For stations, buildings and fixtures, per last report,	-
For stations, buildings and fixtures, paid during the past year,	-

	171,161 66
Expended last	
year,	90 99
	<hr/> 171,252 65

Total amount expended for stations, buildings and fixtures, - - - - -	
For land, land-damages and fences, per last report, - - - - -	
For land, land-damages and fences, paid during the past year, - - - - -	
Total amount expended for land, [exclusive of road way,] - - - - -	\$44,555 77
For locomotives, per last report, - - - - -	
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, - - - - -	
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	
For engineering, per last report, - - - - -	
For engineering, paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	

Equipped and operated by
the Hartford and N. Haven
Railroad Co.

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	5.87 miles.
Length of single main track, - - - - -	5.87 "
Length of double main track, - - - - -	.40 "
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	54 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	54 lbs.
Maximum grade, with its length in main road, - - - - -	17.58 feet; length 52-100 [miles.]
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	31.61 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	477½ ft.; length 1'-10 mile.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	227 deg.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	4.25 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	108 feet.
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	7
Number of railroads crossed at grade, - - - - -	
Remarks, - - - - -	
Way stations for express trains, - - - - -	

Way stations for accommodation trains, -	-	
Flag stations, -	-	1—Longmeadow.
Whole number of way stations, -	-	
Whole number of flag stations, -	-	1

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	16,475
Miles run by freight trains, -	-	4,249
Miles run by other trains, -	-	469
Total miles run, -	-	21,193
Number of passengers carried in the cars, -	-	184,695
Number of passengers carried one mile, -	-	
Number of tons of merchandise carried in the cars, -	-	54,755
Number of tons of merchandise carried one mile, -	-	321,411
Number of passengers carried one mile, to and from other roads, -	-	
Number of tons carried one mile, to and from other roads, -	-	
Rate of speed adopted for express passenger trains, including stops, -	-	39 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	39 do do
Rate of speed adopted for accommodation trains, -	-	30 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	23 do do
Average rate of speed actually attained by special trains, including stops and detentions, -	-	
Average rate of speed adopted for freight trains, including stops and detentions, -	-	12 do do
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, -	-	578,584
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, -	-	549,432

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	} \$3,457 01
For repairs of wooden bridges, -	-	
For renewals of iron, including laying down, -	-	} Total, 672 00
For wages of switchmen, av. per mo., \$26, -	-	
For wages of gate-keepers, av. per mo., \$ -	-	
For wages of signal men, av. per mo., \$ -	-	
For wages of watchmen, av. per mo., \$30, -	-	} 27
Number of men employed, exclusive of those engaged in construction, -	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	} Operated and paid by the Hartford and New Haven Railroad Co. in Conn.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	
Total for maintenance of way, -	-	

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	} Owned and operated by the Hartford and New Haven Railroad Co. in Conn.
For new locomotives, to cover depreciation, -	-	
For repairs of passenger cars, -	-	
For new passenger cars, to cover depreciation, -	-	
For repairs of merchandise cars, -	-	
For new merchandise cars, to cover depreciation, -	-	
For repairs of gravel and other cars, -	-	
Total for maintenance of motive power and cars, -	-	

100 HARTFORD AND N. HAVEN RAILROAD.

Number of engines, - - - -	} Owned and operated by the Hartford and New Ha- ven Railroad Co. in Conn.
Number of passenger cars, - - - -	
Number of baggage cars, - - - -	
Number of merchandise cars, - - - -	
Number of gravel cars, - - - -	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:

Wood, - - - -	} Paid by the Hartford and New Haven Railroad Co. in Conn.
Coal, - - - -	
For oil used by cars and engines, - - - -	
For waste and other material for cleaning, - - - -	
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	
For salaries, wages and incidental expenses, charge- able to freight department, - - - -	
For gratuities and damages, - - - -	
For taxes and insurance, - - - -	
For ferries, - - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	
For interest, - - - -	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -	
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above officers, and all other expenses, not included in any of the foregoing items, - - - -	
Total miscellaneous, - - - -	
Total expenditures for working the road, - - - -	

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -
2. To and from other roads, specifying what, - - - -

For freight:—

1. On main road and branches owned by company, - - - -
2. To and from other connecting roads, - - - -

U. S. mails, - - - -	} To the Hartford and New Haven Railroad Company in Conn.
Rents, - - - -	
Total income, - - - -	
Net earnings, after deducting expenses, - - - -	

DIVIDENDS.

Per cent. Total, - - - -	} To the Hartford and New Haven Railroad Company in Conn.
Surplus not divided, - - - -	
Surplus last year, - - - -	
Total surplus, - - - -	

Estimated Depreciation Beyond the Renew-
als, viz.:

Road and bridges, - - - -	}
Buildings, - - - -	
Engines and cars, - - - -	

This 5.87 miles of road forms a portion of the railroad from New Haven to Springfield, which is sixty-two miles in length, and no separate account is kept of the receipts and expenses of that part of the road within the State of Massachusetts.

All of which is respectfully submitted,

JAS. S. BROOKS,
C. F. POND,
CHARLES BOSWELL,
C. W. CHAPIN,
Directors.

Hartford, January 29, 1851.

STATE OF CONNECTICUT.

COUNTY OF HARTFORD, ss. *Hartford, February 3, 1851.* Then and there personally appeared James S. Brooks, Charles F. Pond, and Charles Boswell, directors, and made solemn oath that the above and foregoing return and certificate by them subscribed, contains, to the best of their knowledge and belief, the truth—before me,

W. B. CONN, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

HARVARD BRANCH RAILROAD COMPANY.

Return of the Harvard Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$40,000 00	
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	6,810 00	
Capital paid in since last report, - - - - -	12,630 00	
Total amount of capital stock paid in, - - - - -		19,440 00
Funded debt, per last report, - - - - -	None.	
Funded debt paid since last report, - - - - -	do	
Funded debt, increase of, since last report, - - - - -	do	
Total present amount of funded debt, - - - - -	do	
Floating debt, per last report, - - - - -	do	
Floating debt paid since last report, - - - - -	do	
Floating debt, increase of, since last report, - - - - -	6,500 00	
Total present amount of floating debt, - - - - -	6,500 00	
Total present amount of funded and floating debt, - - - - -	6,500 00	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - -; February, \$ - - - - -; March, \$ - - - - -; April, \$ - - - - -; May, \$ - - - - -; June, \$ - - - - -; July, \$ - - - - -; August, \$ - - - - -; September, \$ - - - - -; October, \$ - - - - -; November, \$ - - - - -; December, \$ - - - - -	No means of ascertaining.	
[Unliquidated claims for various accounts, estimated at, say,] - - - - -		
	6,000 00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	334 24	
For graduation and masonry paid during the past year, - - - - -	523 66	
Total amount expended for graduation and masonry, - - - - -		857 90
For wooden bridges, per last report, - - - - -	None.	
For wooden bridges paid during the past year, - - - - -	None.	
Total amount expended for wooden bridges, - - - - -	Nothing.	
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	1,355 33	
For superstructure, including iron, paid during the past year, - - - - -	5,261 10	
Total amount expended for superstructure, including iron, - - - - -		6,616 43
For stations, buildings and fixtures, per last report, - - - - -	1,307 00	
For stations, buildings and fixtures, paid during the past year, - - - - -	2,629 40	
Total amount expended for stations, buildings and fixtures, - - - - -		4,136 40
For land, land-damages and fences, per last report, - - - - -	Nothing.	
For land, land-damages and fences, paid during the past year, - - - - -	6,574 24	

Total amount expended for land, land-damages and fences, - - - - -		\$6,574 24
For locomotives, per last report, - - - - -	}	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -	}	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -	}	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -		\$100 00
For engineering, paid during the past year, - - - - -		649 31
Total amount expended for engineering, - - - - -		749 31
For agencies and other expenses, per last report, - - - - -	Nothing.	
For agencies and other expenses, paid during the past year, - - - - -		278 74
Total amount expended for agencies and other expenses, - - - - -		278 74
Total cost of road and equipment, [including estimate of unliquidated claims, - - - - -		26,213 02

This corporation owns no engines, cars, nor road equipment.

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	3,673 feet.
Length of single main track, - - - - -	3,673 feet.
Length of double main track, - - - - -	None.
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	555 feet.
Weight of rail per yard in main road, - - - - -	49 lbs.
Weight of rail per yard in branch roads, - - - - -	None.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	37 feet per mile, 600 feet.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	9.7 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	Rad. 451 ft.; length, 239 ft.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	102°.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	2,240 feet.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	do
Whole length of road unfenced on both sides, - - - - -	do
Number of public ways crossed at grade, - - - - -	2
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	
Flag stations, - - - - -	1
Whole number of way stations, - - - - -	
Whole number of flag stations, - - - - -	1 station at terminus.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	14,488	
Miles run by freight trains, - - -	None.	
Miles run by other trains, - - -	do	
Total miles run, - - -		14,488
Number of passengers carried in the cars, - - -	100,909	
Number of passengers carried one mile, - - -	848,801	
Number of tons of merchandise carried in the cars, - - -	None.	
Number of tons of merchandise carried one mile, - - -	do	
Number of passengers carried one mile, to and from other roads, - - -	do	
Number of tons carried one mile, to and from other roads, - - -	do	
Rate of speed adopted for express passenger trains, including stops, - - -	No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	do	
Rate of speed adopted for accommodation trains, - - -	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	19 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	None.	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	187,824	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	None.	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$22 00	
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo., \$ - - -		
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$ - - -		
For wages of watchmen, av. per mo., \$ - - -		
Number of men employed, exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		

Worked by contract with
Fitchburg Railroad Com-
pany. Expense for the
year, \$7,244 00.

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	Answered above.
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	
Number of engines, - - -	
Number of passenger cars, - - -	
Number of baggage cars, - - -	
Number of merchandise cars, - - -	
Number of gravel cars, - - -	

MISCELLANEOUS.				
For fuel used by engines during the year, viz.:				
Wood,	-	-	-	-
Coal,	-	-	-	-
For oil used by cars and engines,	-	-	-	-
For waste and other material for cleaning,	-	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-	-
For gratuities and damages,	-	-	-	-
For taxes and insurance,	-	-	-	-
For ferries,	-	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-
For interest,	-	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	-
Total miscellaneous,	-	-	-	-
Total expenditures for working the road,	-	-	-	-
				\$7,276 00
INCOME DURING THE YEAR.				
<i>For passengers</i> :—				
1. On main road, including branches owned by Co.,	-	-	-	6,610 21
2. To and from other roads, specifying what,	-	-	-	-
<i>For freight</i> :—				
1. On main road and branches owned by company,	-	-	-	None.
2. To and from other connecting roads,	-	-	-	-
U. S. mails,	-	-	-	-
Rents,	-	-	-	-
Total income,	-	-	-	6,610 21
Net earnings, after deducting expenses,	-	-	-	None.
DIVIDENDS.				
Per cent. Total,	-	-	-	do
Surplus not divided,	-	-	-	do
Surplus last year,	-	-	-	do
Total surplus,	-	-	-	do
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:				
Road and bridges,	-	-	-	do
Buildings,	-	-	-	do
Engines and cars,	-	-	-	do

GARDINER G. HUBBARD,
JAMES DANA,
JOSEPH W. WARD,
WM. L. WHITNEY,

Directors of the Harvard Branch Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 22*, 1851. Then the above named Gardiner G. Hubbard, James Dana, Joseph W. Ward, and William L. Whitney, personally appeared, and made oath that the foregoing return of the Harvard Branch Railroad, is true, according to their knowledge, information, and belief.

FRANCIS A. BROOKS, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

LEXINGTON AND WEST CAMBRIDGE RAILROAD COMPANY.

*Return of the Lexington and West Cambridge Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -		\$200,000 00
Increase of capital since last report, - - -		
Capital paid in per last report, - - - - -	\$119,290 00	
Capital paid in since last report, - - - - -	1,710 00	
Total amount of capital stock paid in, - - -		121,000 00
Funded debt, per last report, - - - - -		
Funded debt paid since last report, - - - -		
Funded debt, increase of, since last report, -		
Total present amount of funded debt, - - -		120 00
Floating debt, per last report, - - - - -	5,491 26	
Floating debt paid since last report, - - - -	1,000 00	
Floating debt, increase of, since last report, -		
Total present amount of floating debt, - - -		4,491 26
Total present amount of funded and floating debt, -		124,491 26
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$5,491 26; February, \$5,491 26; March, \$5,491 26; April, \$5,491 26; May, \$5,491 26; June, \$5,491 26; July, \$5,491 26; August, \$5,491 26; September, \$5,491 26; October, \$5,491 26; November, \$5,491 26; December, \$5,491 26.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -		43,862 15
For graduation and masonry paid during the past year, -		
Total amount expended for graduation and masonry, -		
For wooden bridges, per last report, - - - -		
For wooden bridges paid during the past year, -		
Total amount expended for wooden bridges, -		14,371 47
Total amount expended for iron bridges, (if any,) -		
For superstructure, including iron, per last report, -	72,076 06	
For superstructure, including iron, paid during the past year, - - - - -	605 52	
Total amount expended for superstructure, including iron, - - - - -		72,681 58
For stations, buildings and fixtures, per last report, -	14,924 25	
For stations, buildings and fixtures, paid during the past year, - - - - -	14 47	
Total amount expended for stations, buildings and fixtures, - - - - -		14,938 72

For land, land-damages and fences, per last report, -	}	\$57,121 60
For land, land-damages and fences, paid during the past year, -		
Total amount expended for land, land-damages and fences, -		
For locomotives, per last report, -	}	Operated by the Fitchburg Railroad Co. by contract.
For locomotives, paid during the past year, -		
Total amount expended for locomotives, -		
For passenger and baggage cars, per last report, -	}	39,185 34
For passenger and baggage cars, paid during the past year, -		
Total amount expended for passenger and baggage cars, -		
For merchandise cars, per last report, -	}	242,160 86
For merchandise cars, paid during the past year, -		
Total amount expended for merchandise cars, -		
For engineering, per last report, -	}	39,185 34
For engineering, paid during the past year, -		
Total amount expended for engineering, -		
For agencies and other expenses, per last report, -	}	39,185 34
For agencies and other expenses, paid during the past year, -		
Total amount expended for agencies and other expenses, -		
Total cost of road and equipment, -		242,160 86

CHARACTERISTICS OF ROAD.

Length of road, -	6 632-1000 miles.
Length of single main track, -	do do
Length of double main track, -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, -	
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	
Specify the different weights per yard, -	
Maximum grade, with its length in main road, -	56 feet, and 89-100 miles
Maximum grade, with its length in branch roads, -	[long.
Total rise and fall in main road, -	211 2-10 ft. rise, and 7 13-
Total rise and fall in branch roads, -	[100 in fall.
Shortest radius of curvature, with length of curve in main road, -	1000 ft.; 980 ft. in length.
Shortest radius of curvature, with length of curve in branch roads, -	
Total degrees of curvature in main road, -	405 deg.
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	4 232-1000 miles.
Total length of straight line in branches, -	
Aggregate length of wooden truss bridges, -	
Aggregate length of all other wooden bridges, -	80 feet.
Aggregate length of iron bridges, -	
Whole length of road unfenced on both sides, -	210 rods.
Number of public ways crossed at grade, -	7
Number of railroads crossed at grade, -	None.
Remarks, -	Unfenced road is mostly on swamps and gravel pits.
Way stations for express trains, -	None.
Way stations for accommodation trains, -	5
Flag stations, -	None.

Whole number of way stations, - - -	5
Whole number of flag stations, - - -	None.
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	Run by the Fitchburg Rail- road, by contract.
Miles run by freight trains, - - -	
Miles run by other trains, - - -	
Total miles run, - - -	
Number of passengers carried in the cars, - - -	
Number of passengers carried one mile, - - -	
Number of tons of merchandise carried in the cars, - - -	
Number of tons of merchandise carried one mile, - - -	
Number of passengers carried one mile, to and from other roads, - - -	
Number of tons carried one mile, to and from other roads, - - -	
Rate of speed adopted for express passenger trains, including stops, - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, in- cluding stops and detentions, - - -	
Estimated weight in tons of passenger cars, (not in- cluding passengers,) hauled one mile, - - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - - -	Construction account.
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, av. per mo. \$ - - -	} Total.
For wages of gate-keepers, av. per mo. \$ - - -	
For wages of signal-men, av. per mo. \$ - - -	
For wages of watchmen, av. per mo. \$ - - -	
Number of men employed, exclusive of those en- gaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	This company owns no cars or engines.
For new locomotives to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	
Number of engines, - - -	

Number of passenger cars,	-	-	-	-
Number of baggage cars,	-	-	-	-
Number of merchandise cars,	-	-	-	-
Number of gravel cars,	-	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-	-	
Wood,	-	-	-	-	-
Coal,	-	-	-	-	-
For oil used by cars and engines,	-	-	-	-	-
For waste and other material for cleaning,	-	-	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-	-	-
For gratuities and damages,	-	-	-	-	-
For taxes and insurance,	-	-	-	-	-
For ferries,	-	-	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-	-
For interest,	-	-	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	-	\$400 00
Total miscellaneous,	-	-	-	-	-
Total expenditures for working the road,	-	-	-	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For freight:—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. Mails,	-	-	-	-	-
Rents,	-	-	-	-	-
Total income,	-	-	-	-	-
Net earnings, after deducting expenses,	-	-	-	-	-

Reported by the Fitchburg Company.

DIVIDENDS.

Per cent. Total,	-	-	-	-	-
Surplus not divided,	-	-	-	-	-
Surplus last year,	-	-	-	-	-
Total surplus,	-	-	-	-	-

None.

ESTIMATED DEPRECIATION BEYOND THE RENOVATIONS, VIZ.

Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

CHARLES HUDSON,
JAMES DANA,
ISAAC D. FARNSWORTH,
ADDISON GAGE,
SAMUEL BUTTERFIELD,
S. S. LITTLEHALE,
JOSEPH N. HOWE.

SUFFOLK, ss. *January 16, 1851.* Then personally appeared James Dana, Isaac D. Farnsworth, and Addison Gage, and made oath that the above return, by them subscribed, is just and true, according to the best of their knowledge and belief. Before me, CHARLES HUDSON,
Justice of the Peace, throughout the Commonwealth.

MIDDLESEX, ss. *January 16, 1851.* Then personally appeared Charles Hudson, and made oath that this return, by him subscribed, is true, according to the best of his knowledge and belief.

Before me, JAMES DANA, *Justice of the Peace.*

SUFFOLK, ss. *January 17, 1851.* Then personally appeared Samuel Butterfield, and made oath that the report, by him subscribed, is true, according to his best knowledge and belief. Before me,

CHARLES HUDSON, *Justice of the Peace, throughout the State.*

SUFFOLK, ss. *January 17, 1851.* Personally appeared S. S. Littlehale, and made oath that the return, by him subscribed, is true, according to his best knowledge and belief. Before me,

CHARLES HUDSON, *Justice of the Peace, throughout the State.*

SUFFOLK, ss. *January 21, 1851.* Personally appeared Joseph N. Howe, and made oath that the return, by him subscribed, is true, according to his best knowledge and belief. Before me,

CHARLES HUDSON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

LOWELL AND LAWRENCE RAILROAD COM- PANY.

*Return of the Lowell and Lawrence Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [\$300,000 by charter,	-	-	\$200,000 00 taken up.
Increase of capital since last report,	-	-	None.
Capital paid in per last report,	-	-	200,000 00
Capital paid in since last report,	-	-	None.
Total amount of capital stock paid in,	-	-	\$200,000 00
Funded debt, per last report,	-	-	None.
Funded debt, paid since last report,	-	-	
Funded debt, increase of, since last report,	-	-	
Total present amount of funded debt,	-	-	116,497 10
Floating debt, per last report,	-	-	
Floating debt, paid since last report,	-	-	None.
Floating debt, increase of, since last report,	-	-	12,330 44
Total present amount of floating debt,	-	-	128,827 54
Total present amount of funded and floating debt,	-	-	128,827 54
Average rate of interest per annum paid during the year,	-	-	About 7½ per cent.
Maximum amount of debt for each month during the year, viz.: January, \$111,387; February, \$116,902; March, \$114,288; April, \$112,057; May, \$116,339; June, \$117,479; July, \$114,925; August, \$114,825; September, \$113,769; October, \$120,538; November, \$119,477; December, \$128,827.			
[This is the amount on which the Company pays interest.]			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	71,135 15
For graduation and masonry paid during the past year,	-	-	247 40
Total amount expended for graduation and masonry,	-	-	71,382 55
For wooden bridges, per last report,	-	-	4,861 11
For wooden bridges paid during the past year,	-	-	Nothing.
Total amount expended for wooden bridges,	-	-	4,861 11
Total amount expended for iron bridges, (if any,) -	-	-	None.
For superstructure, including iron, per last report,	-	-	149,849 26
For superstructure, including iron, paid during the past year,	-	-	6,657 25
Total amount expended for superstructure, including iron,	-	-	156,506 51
For stations, buildings and fixtures, per last report,	-	-	10,825 68

For stations, buildings and fixtures, paid during the past year,	\$1,755 39	
Total amount expended for stations, buildings and fixtures, -		\$12,681 27
For land, land-damages and fences, per last report,	37,316 35	
For land, land-damages and fences, paid during the past year,	2,200 68	
Total amount expended for land, land-damages and fences, -		39,517 03
For locomotives, per last report, -	15,653 25	
For locomotives, paid during the past year, -	None.	
Total amount expended for locomotives, -		15,653 25
For passenger and baggage cars, per last report, -	6,900 60	
For passenger and baggage cars, paid during the past year,	100 00	
Total amount expended for passenger and baggage cars, -		7,000 60
For merchandise cars, per last report, -	6,621 43	
For merchandise cars, paid during the past year, -	None.	
Total amount expended for merchandise cars, -		6,621 43
For engineering, per last report, [and other expenses,] -	7,831 60	
For engineering, paid during the past year, -	25 50	
Total amount expended for engineering, -		7,857 10
For agencies and other expenses, per last report, -	43 03	
For agencies and other expenses, paid during the past year, -	169 01	
Total amount expended for agencies and other expenses, -		212 64
[Interest to stockholders, and on money loaned while constructing,] -		10,960 93
Total cost of road and equipment, -		<u>333,254 42</u>

CHARACTERISTICS OF ROAD.

Length of road, -	12.35 miles.
Length of single main track, -	12.35 do
Length of double main track, -	None.
Length of branches owned by the company, stating whether they have a single or double track, -	do
Aggregate length of sidings and other tracks, excepting main track and branches, -	About 1½ miles.
Weight of rail per yard in main road, -	58 lbs.
Weight of rail per yard in branch roads, -	None.
Specify the different weights per yard, -	do
Maximum grade, with its length in main road, -	45.40.
Maximum grade, with its length in branch roads, -	None.
Total rise and fall in main road, -	Rise, 115.77; fall, 162.70.
Total rise and fall in branch roads, -	None.
Shortest radius of curvature, with length of curve in main road, -	1146°, 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, -	None.
Total degrees of curvature in main road, -	420°.
Total degrees of curvature in branch roads, -	None.
Total length of straight line in main road, -	8.86 miles.
Total length of straight line in branches, -	None.
Aggregate length of wooden truss bridges, -	do
Aggregate length of all other wooden bridges, -	About 400 feet.
Aggregate length of iron bridges, -	None.

Whole length of road unfenced on both sides, -	None.	
Number of public ways crossed at grade, -	12	
Number of railroads crossed at grade, -	1	
Remarks, -		
Way stations for express trains, -	None.	
Way stations for accommodation trains, -	do	
Flag stations, -	4	
Whole number of way stations, -	None.	
Whole number of flag stations, -	4	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, -	32,658	
Miles run by freight trains, -	2,250	
Miles run by other trains, -	None.	
Total miles run, -		34,908
Number of passengers carried in the cars, -	99,202	
Number of passengers carried one mile, -	1,206,859	
Number of tons of merchandise carried in the cars, -	7,229	
Number of tons of merchandise carried one mile, -	90,362	
Number of passengers carried one mile, to and from other roads, -	888	
Number of tons carried one mile, to and from other roads, -	3,062	
Rate of speed adopted for express passenger trains, including stops, -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	do	
Rate of speed adopted for accommodation trains, -	25 miles an hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	25 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -		
Average rate of speed adopted for freight trains, including stops and detentions, -	15 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	357,212	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	318,780	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -		\$3,468 83
For repairs of wooden bridges, -		4 59
For renewals of iron, including laying down, -	None.	
For wages of switchmen, av. per mo., \$68 00	Total,	1,080 00
For wages of gate-keepers, av. per mo., \$ None,		
For wages of signal men, av. per mo., \$ None,		
For wages of watchmen, av. per mo., \$22 00		
Number of men employed exclusive of those engaged in construction, -	25	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	None.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	do	
Total for maintenance of way, -		4,553 42
MOTIVE POWER AND CARS.		
For repairs of locomotives, -	\$3,219 09	
For new locomotives, to cover depreciation, -	Nothing.	

For repairs of passenger cars, - - -	\$350 51	
For new passenger cars, to cover depreciation, -	Nothing.	
For repairs of merchandise cars, - - -	236 81	
For new merchandise cars, to cover depreciation, -	None.	
For repairs of gravel and other cars, - - -	do	
Total for maintenance of motive power and cars, -		\$3,806 41
Number of engines, - - -	3	
Number of passenger cars, - - -	3	
Number of baggage cars, - - -	1	
Number of merchandise cars, - - -	15	
Number of gravel cars, - - -	6	

MISCELLANEOUS.

For fuel used by engines during the year, viz., -	4,401 20	
Wood, - - -	1,125 cords.	
Coal, - - -	None.	
For oil used by cars and engines, - - -	406 13	
For waste and other material for cleaning, - -	60 00	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	2,690 96	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	1,050 00	
For gratuities and damages, - - -	217 57	
For taxes and insurance, - - -	93 48	
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	425 66	
For interest, - - -	8,600 00	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -		
For amount paid other companies as rent for use of their roads, specifying each company, - - -	2,000 00	B. & M. R. R.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	1,443 42	
Total miscellaneous, - - -		
Total expenditures for working the road, - - -		\$29,748 25

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by Co.,	29,569 92
2. To and from other roads, specifying what, -	23 60

For freight :—

1. On main road and branches owned by company,	6,961 07
2. To and from other connecting roads, - - -	174 64
U. S. mails, - - -	300 00

Rents, [including use of road by Salem and Lowell Road,] - - -	1,729 09
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Total income, - - -	38,758 32
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Net earnings, after deducting expenses, - - -	9,010 07
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DIVIDENDS.

Per cent. Total, [4 per cent. per an. on \$200,000,]	8,000 00
Surplus not divided, - - -	1,010 07
Surplus last year, [used for the present, to reduce floating debt,] - - -	7,865 47
Total surplus, - - -	8,875 54

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.

Road and bridges, -	-	-	-	-
Buildings, -	-	-	-	-
Engines and cars, -	-	-	-	-

There have been no fatal accidents on the road during the year.

WILLIAM LIVINGSTON,
SIDNEY SPALDING,
ISAAC FARRINGTON,
HORACE HOWARD,
ABNER W. BUTTRICK,
OTIS ALLEN,
FREDERICK PARKER,

Directors.

MIDDLESEX, ss. January 25, 1851. Personally appeared the above named William Livingston, Sidney Spalding, Isaac Farrington, Horace Howard, Abner W. Buttrick, and Otis Allen, and made oath that the foregoing return is true, according to their best knowledge and belief.

Before me, **JOHN A. KNOWLES, Justice of the Peace.**

MIDDLESEX, ss. January 27, 1851. Then Frederick Parker appeared, and made oath as above, to this return.

Before me, **JOHN A. KNOWLES, Justice of the Peace.**

SECOND ANNUAL REPORT
OF THE
MEDWAY BRANCH RAILROAD CORPORATION.

The President and Directors of the Medway Branch would respectfully report, in addition to their last yearly Report, that, in addition to the same, they have only resurveyed and located the same.

J. C. HURD,
W. FARNUM,
W. LOVERING.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, January 24, 1851. Then appeared the above named Hurd and Farnum, and severally swore that the above report, by them subscribed, was true. Before me,

JNO. GOLDSBURY, Justice of the Peace.

SUFFOLK, ss. Boston, January 25, 1851. Then personally appeared the above named W. Lovering, and swore the above report, by him subscribed, was true.

EDWD. L. KEYES, Justice of the Peace,
in all the Counties of the Commonwealth.

FIRST ANNUAL REPORT
OF THE
MIDLAND RAILROAD COMPANY.

To the Honorable Legislature of Massachusetts :

The Midland Railroad Company was chartered by act of the Legislature of this Commonwealth, at its last session. By a provision of its charter the company is required to keep within the "hundred rod line," so called, in the location of its road, across South Boston Cove. The Directors believe such location would cause greater obstruction to the navigation of Fore Point Channel, and much greater injury to private property than a location varying slightly from the chartered route. They have therefore delayed the location of their road, hoping the present Legislature will so amend their charter as to allow a more judicious location. The corporation has been fully organized, and will in due time proceed to a final location of its road. The Directors will be obliged to ask for an extension of time for the location and construction of their road, having delayed the location for the above, and other reasons.

E. D. AMMIDOWN,
W. FARNUM,
FRANCIS BRINLEY,
H. N. SLATER,
TH. RICHARDSON,
JOSEPH W. WARD,
MARSHALL P. WILDER,
ROBERT CODMAN,
H. K. HORTON.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 24, 1851.* Then appeared the within named Slater, Ammidown, and Farnum, and severally swore that the within Annual Return, by them subscribed, was true. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 27, 1851.* Then personally appeared before me, the within named Francis Brinley, Thomas Richardson, Joseph W. Ward, Marshall P. Wilder, and Robert Codman, and severally made oath that the within return, by them respectively subscribed, is true.

THOMAS A. DEXTER, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT

OF THE

NASHUA AND LOWELL RAILROAD COMPANY.

Return of the Nashua and Lowell Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$600,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$600,000 00	
Capital paid in since last report, - - - - -	None.	
Total amount of capital stock paid in, - - - - -		600,000 00
Funded debt, per last report, - - - - -	This corporation owes no debt.	
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -		
Total present amount of funded debt, - - - - -		
Floating debt, per last report, - - - - -		
Floating debt paid since last report, - - - - -		
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		
Total present amount of funded and floating debt, - - - - -		
Average rate of interest per annum paid during the year, - - - - -		
Maximum amount of debt for each month during the year, viz.: January, \$ - - - ; February, \$ - - - ;		
March, \$ - - - ; April, \$ - - - ; May, \$ - - - ;		
June, \$ - - - ; July, \$ - - - ; August, \$ - - - ;		
September, \$ - - - ; October, \$ - - - ; November, \$ - - - ; December, \$ - - - .		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	115,049 76	
For graduation and masonry paid during the past year, - - - - -	1,289 52	
Total amount expended for graduation and masonry, - - - - -		116,339 28
For wooden bridges, per last report, - - - - -	2,530 35	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		2,530 35
Total amount expended for iron bridges, (if any,) - - - - -		1,875 00
For superstructure, including iron, per last report, - - - - -	233,998 35	
For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		233,998 35
For stations, buildings and fixtures, per last report, - - - - -	93,196 95	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fixtures, - - - - -		93,196 95
For land, land-damages and fences, per last report, - - - - -	87,027 75	
For land, land-damages and fences, paid during the past year, - - - - -	1,602 31	
Total amount expended for land, land-damages and fences, - - - - -		88,630 06

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For locomotives, per last report, - - -	\$39,000 00	
For locomotives, paid during the past year, - - -	7,240 48	
Total amount expended for locomotives, - - -		\$46,240 48
For passenger and baggage cars, per last report, - - -	13,792 71	
For passenger and baggage cars, paid during the past year, - - -		
Total amount expended for passenger and baggage cars, - - -		13,792 71
For merchandise cars, per last report, - - -	33,101 09	
For merchandise cars, paid during the past year, - - -		
Total amount expended for merchandise cars, - - -		33,101 09
For engineering, per last report, - - -	21,510 61	
For engineering, paid during the past year, - - -		
Total amount expended for engineering, - - -		21,510 61
For agencies and other expenses, per last report, - - -		
For agencies and other expenses, paid during the past year, - - -		
Total amount expended for agencies and other expenses, - - -		
Total cost of road and equipment, - - -		651,214 88

CHARACTERISTICS OF ROAD.

Length of road, - - -	77,000 2-10 feet.
Length of single main track, - - -	2,011 "
Length of double main track, - - -	74,989 2-10 "
Length of branches owned by the company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	2 3-4 miles.
Weight of rail per yard in main road, - - -	56 lbs.
Weight of rail per yard in branch roads, - - -	
Specify the different weights per yard, - - -	No difference.
Maximum grade, with its length in main road, - - -	12 7-10 feet per mile, and
Maximum grade, with its length in branch roads, - - -	[4,133 feet long.
Total rise and fall in main road, - - -	73 5-10 feet.
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in main road, - - -	636 feet, and 100 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - - -	770 deg.
Total degrees of curvature in branch roads, - - -	
Total length of straight line in main road, - - -	6 72-100 miles.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	530 feet.
Aggregate length of all other wooden bridges, - - -	664 "
Aggregate length of iron bridges, - - -	50 "
Whole length of road unfenced on both sides, - - -	None.
Number of public ways crossed at grade, - - -	10
Number of railroads crossed at grade, - - -	1
Remarks, - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	2
Flag stations, - - -	2
Whole number of way stations, - - -	2
Whole number of flag stations, - - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	33,063
Miles run by freight trains, - - -	28,210

Miles run by other trains, - - - -	4,126	
Total miles run, - - - -		65,399
Number of passengers carried in the cars, - -	261,459	
Number of passengers carried one mile, - -	2,779,128	
Number of tons of merchandise carried in the cars, -	161,893	
Number of tons of merchandise carried one mile, -	2,246,557	
Number of passengers carried one mile, to and from other roads, - - - -	2,313,174	
Number of tons carried one mile, to and from other roads, - - - -	2,100,610	
Rate of speed adopted for express passenger trains, including stops, - - - -	40 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	40 do do	
Rate of speed adopted for accommodation trains, -	28 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	28 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	32 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	14 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, -		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, -		
EXPENDITURES FOR WORKING THE ROAD.		
[For land-damages, included in "Cost of Road," &c.	\$1,602	31
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, [including new graduation and masonry, carried to "Cost of Road,"] - - - -	7,817	06
For repairs of wooden bridges, - - - -	1,320	44
For renewals of iron, including laying down, -	2,200	00
For wages of switchmen, av. per mo., \$	Total,	1,914 77
For wages of gate-keepers, av. per mo., \$		
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		
[Most of these men also perform other duties.]		
Number of men employed, exclusive of those engaged in construction, - - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	953	05
Total for maintenance of way, - - - -		15,807 63
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -	3,869	92
For new locomotives, to ["Cost of Road,"] - -	7,240	48
For repairs of passenger cars, - - - -	926	31
For new passenger cars, to cover depreciation, [package car,] - - - -	697	73
For repairs of merchandise cars, - - - -	1,842	57
For new merchandise cars, to cover depreciation, -	1,226	45
For repairs of gravel and other cars, [new gravel cars,] - - - -	2,388	67
Total for maintenance of motive power and cars, -		18,192 13
Number of engines, - - - -	7	
Number of passenger cars, - - - -	8 long and 9 short cars.	

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Number of baggage cars, - - - -	5
Number of merchandise cars, - - - -	135
Number of gravel cars, - - - -	10

MISCELLANEOUS.

For fuel used by engines during the year, viz. : \$11,306 40

Wood, - - - -	-
Coal, - - - -	-

For oil used by cars and engines, - - - -	769 76
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For waste and other material for cleaning, - - - -	183 87
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For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	6,721 51
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For salaries, wages and incidental expenses, charge- able to freight department, - - - -	12,929 79
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For gratuities and damages, - - - -	838 01
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For taxes and insurance, - - - -	581 78
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For ferries, - - - -	-
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For repairs of station buildings, aqueducts, fixtures, furniture, [including balance on new structures,]	8,114 86
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For interest, - - - -	-
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For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -	This Comp. pay the Stony Brook Road 6 per cent. per annum on their capital stock, from earnings of that road, which is not in- cluded in our general ex- pense account.
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -	

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	3,901 31
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Total miscellaneous, - - - -	\$45,347 29
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Total expenditures for working the road, - - - -	79,347 05
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INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, - - - -	16,435 97	
2. To and from other roads, specifying what, - - - -	38,147 73	54,583 70

For freight :—

1. On main road and branches owned by company, - - - -	17,180 39	
2. To and from other connecting roads, - - - -	45,397 29	62,577 68

U. S. mails, \$1,287 21; express, 699 03; interest, 237 47; rents, 1,668 69; miscellaneous, 8,563 48,		12,455 88
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Total income, - - - -		129,647 26
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Net earnings, after deducting expenses, - - - -		50,270 21
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DIVIDENDS.

Eight per cent. Total, - - - -		48,000 00
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Surplus not divided, - - - -	2,270 21	
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Surplus last year, - - - -	1,978 47	
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Total surplus, - - - -		4,248 68
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[The company have also invested in security of Portsmouth and Concord Railroad, under act of N. H. legislature, \$12,000, and in Vermont and Canada Telegraph line, \$2,500—in all, - - - -		14,500 00
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ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	None.
Buildings,	-	-	-	-	None.
Engines and cars,	-	-	-	-	None.

ACCIDENTS.

April 20, 1850.—Leonard Dearborne, a baggage master on the cars of the B. C. and Montreal Railroad Company, was killed by coming in contact with a farm bridge, in the northerly part of Lowell. He was standing on the top of the cars, contrary to the Rules of the Road, and without any known occasion for being there.

September 11, 1850.—Thomas Reed, an aged and infirm citizen of Lowell, was run over by a freight train, and instantly killed. He was standing on the track, opposite to Fiske's saw-mill in Lowell, and it is supposed the noise of the mill prevented his hearing the cars. The train was coming in, from the Boston and Lowell Road, without an engine, and was moving very slow, but he was not seen in season by the brakemen to stop the motion.

DAN'L ABBOT,
THOMAS B. WALES,
JESSE BOWERS,
WM. BOARDMAN,
HENRY TIMMINS.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Then personally appearing the above named Dan'l Abbot, Thomas B. Wales, Jesse Bowers, Wm. Boardman, and Henry Timmins, made oath that the above Report, by them subscribed, is true, according to their best knowledge and belief.

JNO. F. LORING, *Justice of the Peace.*

TWELFTH ANNUAL REPORT
OF THE
NEW BEDFORD AND TAUNTON RAILROAD
CORPORATION.

*Return of the New Bedford and Taunton Railroad, under the Act of May 1, 1849,
chap. 191, for the year ending December 31, 1850.*

Capital stock, - - - - -		\$400,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$400,000 00	
Capital paid in since last report, - - - - -		
Total amount of capital stock paid in, - - - - -		400,000 00
Funded debt, per last report, - - - - -	None.	
Funded debt paid since last report, - - - - -	do	
Funded debt, increase of, since last report, - - - - -	do	
Total present amount of funded debt, - - - - -	do	
Floating debt, per last report, - - - - -	do	
Floating debt paid since last report, - - - - -	do	
Floating debt, increase of, since last report, - - - - -	do	
Total present amount of floating debt, - - - - -	do	
Total present amount of funded and floating debt, - - - - -	do	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$11,000; February, \$3,000; March, \$6,000; April, \$3,500; May, \$2,000; June, \$1,500; July, \$6,000; August, none; September, none; October, none; November, none; December, none.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	155,396 92	
For graduation and masonry paid during the past year, - - - - -		
Total amount expended for graduation and masonry, - - - - -		155,396 92
For wooden bridges, per last report, - - - - -	5,013 85	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		5,013 85
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	150,804 05	
For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		150,804 05
For stations, buildings and fixtures, per last report, - - - - -	29,872 51	
For stations, buildings and fixtures, paid during the past year, - - - - -	72 23	
Total amount expended for stations, buildings and fixtures, - - - - -		29,944 74
For land, land-damages and fences, per last report, - - - - -	73,599 29	

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For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		\$73,599 29
For locomotives, per last report, - - - - -	\$16,071 60	
For locomotives, paid during the past year, - - - - -	315 50	
Total amount expended for locomotives, - - - - -		16,387 10
For passenger and baggage cars, per last report, - - - - -	11,300 65	
For passenger and baggage cars, paid during the past year, - - - - -	3,314 18	
Total amount expended for passenger and baggage cars, - - - - -		14,614 83
For merchandise cars, per last report, - - - - -		
[\$20,779 11—5,814 01=	14,965 10	
For merchandise cars, paid during the past year, - - - - -	2,387 10	
Total amount expended for merchandise cars, - - - - -		17,352 20
For engineering, per last report, - - - - -	15,693 97	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		15,693 97
For agencies and other expenses, per last report, - - - - -	19,944 73	
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		19,944 73
Total cost of road and equipment, - - - - -		498,751 68

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	20 13-100 miles.
Length of single main track, - - - - -	20 13-100 do
Length of double main track, - - - - -	
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	5,000 feet—single.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	5,187 feet.
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	{mile.
Maximum grade, with its length in main road, - - - - -	40 ft. per mile for 1 51-100
Maximum grade, with its length in branch roads, - - - - -	65 ft. per mile for 600 feet.
Total rise and fall in main road, - - - - -	168 feet, 193 feet.
Total rise and fall in branch roads, - - - - -	20 feet fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	1906 feet in 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	250 degrees in 300 feet.
Total degrees of curvature in main road, - - - - -	160 degrees.
Total degrees of curvature in branch roads, - - - - -	87 degrees and 45 minutes.
Total length of straight line in main road, - - - - -	17½ miles.
Total length of straight line in branches, - - - - -	3330 feet.
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	281 feet.
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	13,995 feet.
Number of public ways crossed at grade, - - - - -	19
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	5
Flag stations, - - - - -	

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Whole number of way stations, - - -	5	
Whole number of flag stations, - - -		
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	27,240	
Miles run by freight trains, - - -	13,420	
Miles run by other trains, - - -	50	
Total miles run, - - -		40,710
Number of passengers carried in the cars, - - -	104,591	
Number of passengers carried one mile, - - -	1,734,974	
Number of tons of merchandise carried in the cars, - - -	32,717 and 1641 lbs.	
Number of tons of merchandise carried one mile, - - -	463,575 and 80 lbs.	
Number of passengers carried one mile, to and from other roads, - - -	1,425,004	
Number of tons carried one mile, to and from other roads, - - -	406,966 and 1491 lbs.	
Rate of speed adopted for express passenger trains, including stops, - - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	2½ minutes per mile,	
Rate of speed adopted for accommodation trains, - - -	20 miles in 45 minutes.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -		
Average rate of speed actually attained by special trains, including stops and detentions, - - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	1½ hours for 20 miles.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	1,747,840	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	982,900	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -		\$10,737 09
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo., \$35, - - -	\$561 29	1,303 56
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$ - - -		
For wages of watchmen, av. per mo., \$31 86, - - -	742 27	
Number of men employed, exclusive of those engaged in construction, - - -	72	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		12,040 65
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	2,023 71	
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	3,427 32	
For new passenger cars, to cover depreciation, - - -		
For repairs of merchandise cars, - - -	3,117 20	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -		
Total for maintenance of motive power and cars, - - -	8,568 23	
Number of engines, - - -	4	
Number of passenger cars, - - -	12	

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Number of baggage cars, - - - -	5	
Number of merchandise cars, - - - -	83	
Number of gravel cars, - - - -	6	
MISCELLANEOUS.		
For fuel used by engines, machine shops, stations, &c., during the year, viz.:		
Wood, - - - -	}	\$9,290 16
Coal, - - - -		
For oil used by cars and engines, [stationary engines and machine shops,] - - - -		1,465 53
For waste and other material for cleaning, - - - -		
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -		6,579 89
For salaries, wages and incidental expenses, chargeable to freight department, - - - -		7,320 54
For gratuities and damages, - - - -		404 66
For taxes and insurance, - - - -		196 45
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -		318 79
For interest, - - - -		156 91
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Taunton Branch Railroad,] - - - -		50,429 10
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -		4,145 67
Total miscellaneous, - - - -		\$80,307 70
Total expenditures for working the road, - - - -		100,916 58
INCOME DURING THE YEAR.		
[Received of Taunton Branch Railroad Company, under agreement with them, - - - -		6,360 64
For passengers:—		
1. On main road, including branches owned by Co., - - - -		9,498 56
2. To and from other roads, specifying what, - - - -		
[Taunton Branch, and Fall River, - - - -		76,748 43
For freight:—		
1. On main road and branches owned by company, - - - -		5,220 67
2. To and from other connecting roads, - - - -		44,580 78
U. S. mails, - - - -		1,950 00
Rents, - - - -		113 50
Total income, - - - -		144,472 58
Net earnings, after deducting expenses, - - - -		43,556 00
DIVIDENDS.		
7 Per cent. Total, - - - -		28,000 00
Surplus not divided, - - - -		10,531 04
Surplus last year, - - - -		90,293 18
Total surplus, - - - -		100,824 22
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges, - - - -		
Buildings, - - - -		
Engines and cars, - - - -		

The cars and engines, together with the machine shop, car and engine houses at Taunton, are owned by this Corporation, in common with the Taunton Branch Railroad Corporation, in the proportion of the length of their respective roads ; and the two railroads are operated at the joint expense in the same proportion.

**DAVID R. GREENE,
THOMAS MANDELL,
TH. S. HATHAWAY,
GEO. HOWLAND, Jr.,
MATTHEW LUCE.**

BRISTOL, ss. January 20, 1851. Then personally appeared the above named David R. Greene, Thomas Mandell, Thomas S. Hathaway, and Matthew Luce, and made oath, and the above named George Howland, Jr., made affirmation to the truth of the foregoing Return, by them severally subscribed, according to their best knowledge and belief.

Before me, JOHN H. CLIFFORD, Justice of the Peace.

THIRD ANNUAL REPORT
OF THE
NEWBURYPORT RAILROAD COMPANY.

Since the last Annual Report, the first section of this road, between Newburyport and Georgetown, has been completed, and on the 23d day of May, the cars commenced running regularly for freight and passengers. As the work of construction has been going on during the whole season, and the men, as well as locomotives and cars, engaged in running the trains, have also been employed on work of construction, a portion of the time, it is not possible as yet to classify the expenditures, so as to make the full returns required by the Legislature for roads actually in operation. As far as it was possible, with accuracy, to classify the expenditures of the year, the Directors have made returns, and as soon as the road is completed, a system of accounts will be adopted, which will place all the items of expenditure under their appropriate heads.

The business of the road having proved thus far much larger than was anticipated, efforts have been made to procure subscriptions sufficient to complete the upper section of the road, which, it was manifest, would materially increase the income of the road, and add only a comparatively small amount to its expenses. These efforts have been successful, and during the present month, the six miles of road between Georgetown and Bradford, have been placed under contract to be completed, if practicable, before the 1st of July next.

Only one serious accident has occurred on the road since it has been in operation. On the 18th July a train was thrown from the track, by coming in contact with a cow, and the conductor of the train, Mr. Benjamin Hilliard, in jumping from the platform of the passenger cars, was struck by the car and instantly killed. None of the passengers were injured, except one or two, who were slightly bruised by the concussions.

CHAS. J. BROCKWAY,
JOS. B. MORSS,
RICHARD FOWLER,
EDWD. KIMBALL,
ORIN WESTON,
TAPPAN PEARSON,

Directors.

Newburyport, January 27, 1851.

Return of the Newburyport Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	-	-	-	\$200,000 00
Increase of capital since last report,	-	-	-	None.
Capital paid in per last report,	-	-	-	\$43,847 00
Capital paid in since last report,	-	-	-	30,548 00
Total amount of capital stock paid in,	-	-	-	74,395 00
Funded debt, per last report,	-	-	-	19,100 00
Funded debt paid since last report,	-	-	-	7,200 00
Funded debt, increase of, since last report,	-	-	-	None.
Total present amount of funded debt,	-	-	-	11,900 00
Floating debt, per last report,	-	-	-	5,391 86
Floating debt paid since last report,	-	-	-	None.
Floating debt, increase of, since last report,	-	-	-	6,721 00
Total present amount of floating debt,	-	-	-	12,112 86
Total present amount of funded and floating debt,	-	-	-	24,012 86
Average rate of interest per annum paid during the year,	-	-	-	8 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$20,069 60; February, \$17,931 76; March, \$17,931 76; April, \$17,931 76; May, \$23,411 18; June, \$23,411 18; July, \$24,296 19; August, \$24,296 19; September, \$25,389 06; October, \$25,389 06; November, \$25,389 06; December, \$24,012 86.				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	-	29,794 39
For graduation and masonry paid during the past year,	-	-	-	23,644 40
Total amount expended for graduation and masonry,	-	-	-	53,438 79
For wooden bridges, per last report,	-	-	-	
For wooden bridges paid during the past year,	-	-	-	
Total amount expended for wooden bridges,	-	-	-	
Total amount expended for iron bridges, (if any.)	-	-	-	
For superstructure, including iron, per last report,	-	-	-	27,716 25
For superstructure, including iron, paid during the past year,	-	-	-	5,865 17
Total amount expended for superstructure, including iron,	-	-	-	33,581 32
For stations, buildings and fixtures, per last report,	-	-	-	Unfinished.
For stations, buildings and fixtures, paid during the past year,	-	-	-	
Total amount expended for stations, buildings and fixtures,	-	-	-	
For land, land-damages and fences, per last report,	-	-	-	4,069 33
For land, land-damages and fences, paid during the past year,	-	-	-	4,494 80
Total amount expended for land, land-damages and fences,	-	-	-	10,564 19
For locomotives, per last report,	-	-	-	
For locomotives, paid during the past year,	-	-	-	
Total amount expended for locomotives,	-	-	-	Unsettled.
For passenger and baggage cars, per last report,	-	-	-	Road unfinished.
For passenger and baggage cars, paid during the past year,	-	-	-	

Total amount expended for passenger and baggage cars, - - -	}	
For merchandise cars, per last report, - - -		
For merchandise cars, paid during the past year, - - -	}	\$5,273 97
Total amount expended for merchandise cars, - - -		
For engineering, per last report, - - -		\$3,102 21
For engineering paid during the past year, - - -		
Total amount expended for engineering, - - -		864 83
For agencies and other expenses, per last report, - - -		3,967 04
For agencies and other expenses, paid during the past year, - - -		
Total amount expended for agencies and other expenses, - - -		
Total cost of road and equipment, - - -		Unfinished.

CHARACTERISTICS OF ROAD.

Length of road, - - -	8 miles, 179 rods.
Length of single main track, - - -	8 miles, 179 rods.
Length of double main track, - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	900 feet.
Weight of rail per yard in main road, - - -	50 lbs. per yard.
Weight of rail per yard in branch roads, - - -	
Specify the different weights per yard, - - -	50 lbs. per yard.
Maximum grade, with its length in main road, - - -	29 = 66.
Maximum grade, with its length in branch roads, - - -	
Total rise and fall in main road, - - -	Rise, 94.570 ; fall, 41.550.
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in main road, - - -	1400 feet.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - - -	217 deg.
Total degrees of curvature in branch roads, - - -	
Total length of straight line in main road, - - -	6 miles, 8 rods.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	
Aggregate length of all other wooden bridges, - - -	86 feet string bridges.
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	None.
Number of public ways crossed at grade, - - -	8
Number of railroads crossed at grade, - - -	None.
Remarks, - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	1
Flag stations, - - -	None.
Whole number of way stations, - - -	1
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	10,906
Miles run by freight trains, - - -	None run expressly for
Miles run by other trains, - - -	None. [freight.]
Total miles run, - - -	10,906
Number of passengers carried in the cars, - - -	15,445
Number of passengers carried one mile, - - -	119,550
Number of tons of merchandise carried in the cars, - - -	1,822
Number of tons of merchandise carried one mile, - - -	14,081

Number of passengers carried one mile, to and from other roads,	-
Number of tons carried one mile, to and from other roads,	-
Rate of speed adopted for express passenger trains, including stops,	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-
Rate of speed adopted for accommodation trains,	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions,	-
Average rate of speed adopted for freight trains, including stops and detentions,	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-
For repairs of wooden bridges,	-
For renewals of iron, including laying down,	-
For wages of switchmen, av. per mo., \$	} Total, \$27 per month.
For wages of gate-keepers, av. per mo., \$	
For wages of signal-men, av. per mo., \$	
For wages of watchmen, av. per mo., \$	
Number of men employed, exclusive of those engaged in construction,	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-
Total for maintenance of way,	-

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	Road unfinished.
For new locomotives to cover depreciation,	-	
For repairs of passenger cars,	-	
For new passenger cars, to cover depreciation,	-	
For repairs of merchandise cars,	-	
For new merchandise cars, to cover depreciation,	-	
For repairs of gravel and other cars,	-	
Total for maintenance of motive power and cars,	-	
Number of engines,	2	
Number of passenger cars,	1	
Number of baggage cars,	1	
Number of merchandise cars,	4	
Number of gravel cars,	10	

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	
Wood,	\$1,266 47
Coal,	-
For oil used by cars and engines,	292 72
For waste and other material for cleaning,	-
For salaries, wages and incidental expenses chargeable to passenger department,	-

For salaries, wages and incidental expenses chargeable to freight department,	-	-	-	-
For gratuities and damages,	-	-	-	-
For taxes and insurance,	-	-	-	-
For ferries,	-	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-
For interest,	-	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	-
Total miscellaneous,	-	-	-	-
Total expenditures for working the road,	-	-	-	-

Not made up yet.

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

\$8,531 00

For freight:—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. mails, - | - | - | - |Rents, - | - | - | - |Total income, - | - | - | - |Net earnings, after deducting expenses, - | - | - | - |

DIVIDENDS.

percent. Total, - | - | - | - |Surplus not divided, - | - | - | - |Surplus last year, - | - | - | - |Total surplus, - | - | - | - |

Road unfinished.

ESTIMATED DEPRECIATION BEYOND THE RE-
NEWALS, VIZ.:Road and bridges, - | - | - | - |Buildings, - | - | - | - |Engines and cars, - | - | - | - |

Respectfully submitted.

C. J. BROCKWAY,
JOS. B. MORSS,
RICHARD FOWLER,
EDWD. KIMBALL,
ORIN WESTON,
TAPPAN PEARSON,

Directors.

Printed by the N. B. P. Co. Boston

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Essex, ss. *January 27, 1851.* Then personally appeared Charles J. Brockway, Richard Fowler, Joseph B. Morse, Edward Kimball, Orin Weston, and Tappan Pearson, aforementioned, and severally made oath that the within return, above subscribed, was true, according to their best knowledge and belief. Before me,

THOMAS DAVIS, *Justice of the Peace.*

CO 010,000

CO 010,000

CO 010,000

CO 010,000

FIRST ANNUAL REPORT

OF THE

NEW LONDON, WILLIMANTIC, AND PALMER RAILROAD CORPORATION.

*Return of the New London, Willimantic, and Palmer Railroad, under the Act of
May 1, 1849, chap. 191.*

Capital stock, [whole amount authorized],	-	-	\$1,700,000 00
Increase of capital since last report,	-	-	
Capital paid in per last report,	-	-	
Capital paid in since last report,	-	-	
Total amount of capital stock paid in,	-	-	485,000 00
Funded debt, per last report,	-	-	
Funded debt paid since last report,	-	-	
Funded debt, increase of, since last report,	-	-	
Total present amount of funded debt,	-	-	800,000 00
Floating debt, per last report,	-	-	
Floating debt paid since last report,	-	-	
Floating debt, increase of, since last report,	-	-	
Total present amount of floating debt,	-	-	50,000 00
Total present amount of funded and floating debt,	-	-	850,000 00
Average rate of interest per annum paid during the year,	-	-	6 and 7 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$	-	-	
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	
For graduation and masonry paid during the past year,	-	-	
Total amount expended for graduation and masonry,	-	-	400,000 00
For wooden bridges, per last report,	-	-	
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	85,000 00
Total amount expended for iron bridges, (if any),	-	-	
For superstructure, including iron, per last report,	-	-	
For superstructure, including iron, paid during the past year,	-	-	
Total amount expended for superstructure, including iron,	-	-	400,000 00
For stations, buildings and fixtures, per last report,	-	-	
For stations, buildings and fixtures, paid during the past year,	-	-	
Total amount expended for stations, buildings and fixtures,	-	-	47,000 00

For land, land-damages and fences, per last report, -	
For land, land-damages and fences, paid during the past year, -	
Total amount expended for land, land-damages and fences, -	\$170,000 00
For locomotives, per last report, -	
For locomotives, paid during the past year, -	
Total amount expended for locomotives, -	32,000 00
For passenger and baggage cars, per last report, -	
For passenger and baggage cars, paid during the past year, -	
Total amount expended for passenger and baggage cars, -	53,000 00
For merchandise cars, per last report, -	
For merchandise cars, paid during the past year, -	
Total amount expended for merchandise cars, -	
For engineering, per last report, -	
For engineering, paid during the past year, -	
Total amount expended for engineering, -	
For agencies and other expenses, per last report, -	146,000 00
For agencies and other expenses, paid during the past year, -	Including discount on bonds.
Total amount expended for agencies and other expenses, -	
Total cost of road and equipment, -	\$1,335,000 00

CHARACTERISTICS OF ROAD.

Length of road, -	65 7-10 miles.
Length of single main track, -	Same.
Length of double main track, -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, -	About 4 miles.
Weight of rail per yard in main road, -	57 lbs.
Weight of rail per yard in branch roads, -	
Specify the different weights per yard, -	[Mass.
Maximum grade, with its length in main road, -	66 ft. 4,570 ft., length in
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, -	1,085 feet.
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve in main road, -	[Mass.
Shortest radius of curvature, with length of curve in branch roads, -	1,120 ft. 1,500 ft., length in
Total degrees of curvature in main road, -	688° in Massachusetts.
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	4 88-100 miles in Mass.
Total length of straight line in branches, -	
Aggregate length of wooden truss bridges, -	140 feet in Mass.
Aggregate length of all other wooden bridges, -	
Aggregate length of iron bridges, -	
Whole length of road unfenced on both sides, -	
Number of public ways crossed at grade, -	
Number of railroads crossed at grade, -	
Remarks, -	
Way stations for express trains, -	
Way stations for accommodation trains, -	
Flag stations, -	

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Whole number of way stations, - - -	16
Whole number of flag stations, - - -	11
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	4,320 in Mass.
Miles run by freight trains, - - -	2,160 in Mass.
Miles run by other trains, - - -	
Total miles run, - - -	6,480 in Mass.
Number of passengers carried in the cars, - - -	
Number of passengers carried one mile, - - -	
Number of tons of merchandise carried in the cars, - - -	
Number of tons of merchandise carried one mile, - - -	
Number of passengers carried one mile, to and from other roads, - - -	
Number of tons carried one mile, to and from other roads, - - -	
Rate of speed adopted for express passenger trains, including stops, - - -	23 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - - -	
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, av. per mo. \$ - - -	} Total.
For wages of gate-keepers, av. per mo. \$ - - -	
For wages of signal-men, av. per mo. \$ - - -	
For wages of watchmen, av. per mo. \$ - - -	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	\$2,700 00
For new locomotives to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	
Number of engines, - - -	4

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Number of passenger cars,	-	-	-	-	8
Number of baggage cars,	-	-	-	-	6
Number of merchandise cars,	-	-	-	-	48
Number of gravel cars,	-	-	-	-	9

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-	-	
Wood,	-	-	-	-	
Coal,	-	-	-	-	
For oil used by cars and engines,	-	-	-	-	\$15,000 00
For waste and other material for cleaning,	-	-	-	-	
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to passenger department,	-	-	-	-	18,000 00
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to freight department,	-	-	-	-	
For gratuities and damages,	-	-	-	-	
For taxes and insurance,	-	-	-	-	
For ferries,	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-	
furniture,	-	-	-	-	
For interest,	-	-	-	-	44,000 00
For amount paid other companies, in tolls for pas-	-	-	-	-	
sengers, and freight carried on their roads, speci-	-	-	-	-	
fying each company,	-	-	-	-	
For amount paid other companies as rent for use of	-	-	-	-	
their roads, specifying each company,	-	-	-	-	
For salaries of president, treasurer, superintendent,	-	-	-	-	
law expenses, office expenses of the above offices,	-	-	-	-	
and all other expenses not included in any of the	-	-	-	-	
foregoing items,	-	-	-	-	5,000 00
Total miscellaneous,	-	-	-	-	
Total expenditures for working the road,	-	-	-	-	

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by	-	-	-	-	54,000 00 to date.
company,	-	-	-	-	
2. To and from other roads, specifying what,	-	-	-	-	

For freight:—

1. On main road and branches owned by company,	-	-	-	-	25,400 00 to date.
2. To and from other connecting roads,	-	-	-	-	
U. S. Mails,	-	-	-	-	900 00 to date.
Rents,	-	-	-	-	600 00 to date.
Total income,	-	-	-	-	
Net earnings, after deducting expenses,	-	-	-	-	

DIVIDENDS.

Per cent. Total,	-	-	-	-	
Surplus not divided,	-	-	-	-	
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.	-	-	-	-	
Road and bridges,	-	-	-	-	
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

N. B. This Road was opened from New London to Wil-
limantic, a distance of 30
miles, in November, 1849;
and to Stafford Springs in
March, 1850; and through
to Palmer in September,
1850; and the cost of that
part in the State of Massa-
chusetts, is estimated at
\$180,000.

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That part of the New London, Willimantic and Palmer Railroad, in Massachusetts, is from the south line of said State to Palmer depot, on the line of the Western Railroad, a distance of about nine miles. The work on which was commenced in January, 1850, and so far completed as to enable the cars to run through to Palmer in September last. This, we trust, will be a sufficient reason for not having made an earlier Report to your honorable body.

The road is not yet completed, but we expect to have it all finished early in the ensuing summer.

In pursuance of the acts of the Legislatures of Massachusetts and Connecticut, the charters of the New London, Willimantic and Springfield Railroad Corporation, and of the New London, Willimantic and Palmer Railroad Corporations, have been united, and copies of the votes of the stockholders of those corporations, are herewith annexed.

All of which is respectfully submitted,

TH. W. WILLIAMS,
ACORS BARNES,
A. C. LIPPITT,
ELIAS PERKINS,
LYMAN ALLYN,
ANDREW W. PORTER,
Directors.

January 22, 1851.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. Personally appeared Th. W. Williams, Acors Barnes, A. C. Lippitt, and Lyman Allyn, who subscribed the foregoing statement, and made oath that the same is true, according to their best understanding and belief. Before me,

WILLIAM C. CRUMP, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. January 25, A. D. 1851. Then personally appeared Andrew W. Porter, and made oath that the foregoing statement by him subscribed, to his best knowledge and belief, is true. Before me,

C. TORREY, *Justice of the Peace.*

The following notice of a stockholder's meeting, was given by publishing the same three times in the "Springfield Republican," agreeably to the provisions of the statute :—

"RAILROAD NOTICE.—A meeting of the stockholders of the New Lon-

don, Willimantic and Palmer Railroad Company, will be holden at the vestry in Monson, on Wednesday the 25th instant, at 3 o'clock, P. M., for the purpose of organizing said Company, by the choice of Directors, and for the transaction of any other business that may come before said meeting. Also, to see if the corporation will unite with the corporation in the state of Connecticut, called the New London, Willimantic, and Springfield Railroad Company.

Signed,

A. W. PORTER,
FRANKLIN NEWELL,
ELISHA CONRAD,
WM. N. FLYNT,
Corporators.

October 18, 1848.

Agreeable to the above notice, a meeting of the stockholders was held at the time and place appointed, and the following persons were chosen directors :—

A. W. PORTER,
ALBERT NORCROSS, of Monson,
ISAAC KING,
CYRUS KNOX, of Palmer,
HIRAM NEWTON, of Monson.

On motion, voted to adjourn this meeting for fifteen minutes.

During the recess of the stockholders the directors met and made choice of the following officers :—

A. W. PORTER, *President*,
WM. N. FLYNT, *Treasurer*,
FRANKLIN NEWELL, *Secretary*.

Agreeable to adjournment, the stockholders met, and voted unanimously, to unite with the New London, Willimantic and Springfield Railroad Company, according to the provisions of the charter.

Voted, to dissolve this meeting.

A true copy,

Signed,

F. NEWELL, *Secretary*.

October 25, 1848.

UNITED STOCKHOLDERS' MEETING, JANUARY 17, 1849.

At a joint special meeting of the stockholders of the New London, Willimantic and Springfield Railroad Company, a corporation incorporated by the legislature of the state of Connecticut, and of the corporators of the New London, Willimantic and Palmer Railroad Corporation, incorporated

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by the Legislature of the State of Massachusetts, held at New London, in the state of Connecticut, on the 17th day of January, A. D. 1849, duly called and warned to act together in union and convention, for the purpose of uniting said two corporations into one corporation, in conformity with the charter of said Massachusetts Corporation, and the resolve of the general assembly of the state of Connecticut, passed at its May session, A. D. 1848, upon the petition of the Corporation first above mentioned, the acceptance of the terms of said Union, as provided in said charter, and said resolve, and the choice of a Board of Directors of said United Corporation.

The meeting was then called to order by W. C. Crump, Esq., and on his motion, Thos. W. Williams was chosen chairman, and John Dickinson, clerk.

The following votes were passed, viz. :—

Whereas, the New London, Willimantic and Springfield Railroad Company, a corporation incorporated by the general assembly of the state of Connecticut, and the New London, Willimantic and Palmer Railroad Corporation, a body corporate, incorporated by the Legislature of the State of Massachusetts, have become united into one corporation, in accordance with the charter of said New London, Willimantic and Palmer Railroad Corporation, and the resolve of the general assembly of the state of Connecticut, passed at its May session, A. D. 1848, upon the petition of said New London, Willimantic and Springfield Railroad Company, so far as the separate votes and actions of said Corporations are authorized to unite them.

Now, therefore, voted, that the corporators of the said corporations, now in convention assembled, do unitedly accept the provisions contained in the 1st, 2d, 3d, and 4th sections of the resolves aforesaid, passed by the general assembly of the state of Connecticut, at its May session, A. D. 1848, and the provisions of the charters of both said separate corporations, and do hereby ratify and confirm all the acts of each of said corporations, heretofore done and performed, while acting separately, and adopt the same as the acts and doings of this the said United Corporation, into which the said two several corporations are hereby declared to be now merged, under the name of the New London, Willimantic and Palmer Railroad Corporation.

Voted, that the capital stock of said United Corporation, shall be five hundred thousand dollars, with the privilege of increasing the same to the sum of one million seven hundred thousand dollars, being the amount of the joint stock of both said corporations, as authorized by the charters thereof, and the said legislative acts aforesaid.

Voted, that the books of subscription of the United Corporation be now

opened, and kept open to receive further subscriptions to the stock of said Corporation, until such time as the directors see fit to close the same.

Voted, that when the directors of said United Corporation shall issue scrip or certificates of stock, in exchange for the receipts heretofore issued to the stockholders of the said New London, Willimantic and Springfield Railroad Company, for the amounts paid in by them, and for all such amounts as may be hereafter paid in, the said scrip and certificates shall be of the stock of said United Corporation.

Voted, that the first annual meeting of said United Corporation, for the choice of directors and other business, shall be holden on the 2d Wednesday of November, A. D. 1849, and on the 2d Wednesday of November in every year thereafter. And that the directors of said corporation give notice of the time and place of said meeting, by advertising in a newspaper published in the city of New London, Connecticut, and in a newspaper published in the State of Massachusetts, at least one week before the time of meeting, which notice is to be signed by the clerk.

Voted, that special meetings of the stockholders of said United Corporation may be called at any time by the directors thereof; notice of the time and place of which shall be given, and of the business to be passed upon thereat, by advertising as above directed, regarding the annual meeting.

Voted, that the directors of said United Corporation shall call a special meeting of the stockholders, whenever requested so to do, by persons representing five hundred shares of the capital stock.

FOURTH ANNUAL REPORT

OF THE

NORFOLK COUNTY RAILROAD COMPANY.

*Return of the Norfolk County Railroad, under the Act of May 1, 1849, chap. 191.
December 31, 1850.*

Capital stock, - - - - -		\$1,200,000 00
Increase of capital since last report, - - -	\$500,000 00	
Capital paid in per last report, - - -	* 505,946 88	
Capital paid in since last report, [\$51,356 88. See note.] - - -	325 00	
Total amount of capital stock paid in, - - -		454,915 00
Funded debt, per last report, - - -	269,550 00	
Funded debt, paid since last report, - - -		
Funded debt, increase of, since last report, - - -	171,900 00	
Total present amount of funded debt, - - -		441,450 00
Floating debt, per last report, - - -	256,122 37	
Floating debt, paid since last report, - - -	64,771 81	
Floating debt, increase of, since last report, - - -		
Total present amount of floating debt, - - -		191,350 56
Total present amount of funded and floating debt, - - -		632,800 56
Average rate of interest per annum paid during the year, - - -		
Maximum amount of debt for each month during the year, viz.: January, \$525,672 37; February, \$534,118 39; March, \$604,142 54; April, \$623,321 22; May, \$624,585 66; June, \$628,498 18; July, \$647,063 75; August, \$638,626 99; September, \$643,382 15; October, \$642,563 93; November, \$647,964 23; December, \$632,800 56.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	516,943 73	
For graduation and masonry paid during the past year, - - -	94,263 00	
Total amount expended for graduation and masonry, - - -		611,206 73
For wooden bridges, per last report, - - -	36,036 15	
For wooden bridges paid during the past year, - - -	421 60	
Total amount expended for wooden bridges, - - -		36,457 75
Total amount expended for iron bridges, (if any), - - -		
For superstructure, including iron, per last report, - - -	218,927 37	
For superstructure, including iron, paid during the past year, - - -	7,027 25	
Total amount expended for superstructure, including iron, - - -		225,954 62
For stations, buildings and fixtures, per last report, - - -	5,952 25	
For stations, buildings and fixtures, paid during the past year, - - -	3,145 90	

* In amount of capital stock, as per last report, is included \$51,356 88, it being the amount due contractors in C. Stock, but by the award of referees this amount is charged to construction.

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Total amount expended for stations, buildings and fixtures, - - - - -		\$9,008 15
For land, land-damages and fences, per last report, - - - - -	\$41,866 35	
For land, land-damages and fences, paid during the past year, - - - - -	22,524 76	
Total amount expended for land, land-damages and fences, - - - - -		64,301 11
For locomotives, per last report, - - - - -	31,637 87	
For locomotives, paid during the past year, - - - - -	Sold one, \$6,500.	
Total amount expended for locomotives, - - - - -		25,137 87
For passenger and baggage cars, per last report, - - - - -	13,850 00	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		13,850 00
For merchandise cars, per last report, - - - - -	30,399 50	
For merchandise cars, paid during the past year, - - - - -	517 08	
Total amount expended for merchandise cars, - - - - -		30,916 58
For engineering, per last report, - - - - -	18,197 00	
For engineering, paid during the past year, - - - - -	68 28	
Total amount expended for engineering, - - - - -		18,265 28
For agencies and other expenses, per last report, - - - - -	36,795 13	
For agencies and other expenses, paid during the past year, - - - - -	14,054 69	
Total amount expended for agencies and other expenses, - - - - -		50,849 82
Total cost of road and equipment, - - - - -		1,060,990 04

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	137,100 ft., or 25 965-1000
Length of single main track, - - - - -	136,100 ft. [miles.
Length of double main track, - - - - -	1,000 ft.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	58 to 63 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	58, 61, 63 lbs.
Maximum grade, with its length in main road, - - - - -	35 276-1000 feet; 6300 ft.
Maximum grade, with its length in branch roads, - - - - -	[long.
Total rise and fall in main road, - - - - -	694 feet; 410 feet rise, 284
Total rise and fall in branch roads, - - - - -	[feet fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	2° 45'; 2084 ft.; rad. 1500
Shortest radius of curvature, with length of curve in branch roads, - - - - -	[feet.
Total degrees of curvature in main road, - - - - -	252 deg.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	111,600 feet; 21 miles, 43
Total length of straight line in branches, - - - - -	[rods, 10½ feet.
Aggregate length of wooden truss bridges, - - - - -	1575 feet.
Aggregate length of all other wooden bridges, - - - - -	133
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	16
Number of railroads crossed at grade, - - - - -	
Remarks, - - - - -	
Way stations for express trains, - - - - -	

Way stations for accommodation trains, - -	6
Flag stations, - - - -	6
Whole number of way stations, - - - -	6
Whole number of flag stations, - - - -	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	42,137	
Miles run by freight trains, - - -	17,500	
Miles run by other trains, - - - [gravel,	6,920	
Total miles run, - - -		66,557
Number of passengers carried in the cars, - -	64,592	
Number of passengers carried one mile, - -	1,427,418	
Number of tons of merchandise carried in the cars, -	17,527	
Number of tons of merchandise carried one mile, -	435,036	
Number of passengers carried one mile, to and from other roads, - - -	1,261,177	
Number of tons carried one mile, to and from other roads, - - -	548,723	
Rate of speed adopted for express passenger trains, including stops, - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, -		
Rate of speed adopted for accommodation trains, -	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -		
Average rate of speed actually attained by special trains, including stops and detentions, -		
Average rate of speed adopted for freight trains, including stops and detentions, -	12 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -		
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -		Included in construction, the road not being completed.
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, -		
For wages of switchmen, av. per mo., \$26, -	Total,	
For wages of gate-keepers, av. per mo., \$ -		
For wages of signal men, av. per mo., \$ -		
For wages of watchmen, av. per mo., \$30, -		
Number of men employed exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -		
Total for maintenance of way, - - -		

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$1,113 77	
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, - - -	845 10	
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - -	230 02	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - - -	230 00	
Total for maintenance of motive power and cars, -		\$2,519 79

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Number of engines,	-	-	-	4
Number of passenger cars,	-	-	-	6
Number of baggage cars,	-	-	-	2
Number of merchandise cars,	-	-	-	38
Number of gravel cars,	-	-	-	26

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	\$6,007 50	
Wood,	-		
Coal,	-		
For oil used by cars and engines,	-	1,308 23	
For waste and other material for cleaning,	-		In expense of passenger and
For salaries, wages and incidental expenses, charge-	-		[freight dept.
able to passenger department,	-	3,471 53	
For salaries, wages and incidental expenses, charge-	-		
able to freight department,	-	4,229 11	
For gratuities and damages,	-		
For taxes and insurance,	-	763 00	
For ferries,	-		
For repairs of station buildings, aqueducts, fixtures,	-		
furniture,	-		
For interest,	-		
For amount paid other companies, in tolls for pas-	-		
sengers, and freight carried on their roads, speci-	-		
fying each company, [Boston and Prov. Railroad,]	-	13,798 96	
For amount paid other companies as rent for use of	-		
their roads, specifying each company,	-		
For salaries of president, treasurer, superintendent,	-		
law expenses, office expenses of the above offices,	-		
and all other expenses not included in any of the	-		
foregoing items,	-	8,615 08	
Total miscellaneous,	-		
Total expenditures for working the road,	-		\$38,193 41

INCOME DURING THE YEAR.

<i>For passengers:—</i>			
1. On main road, including branches owned by Co.,	7,104 30		
2. To and from other roads, specifying what,	30,234 62	37,338 92	
<i>For freight:—</i>			
1. On main road and branches owned by company,	934 00		
2. To and from other connecting roads,	18,201 22	19,135 22	
U. S. mails,	966 80		
[Express,]	400 00	1,366 80	
Total income,		57,840 94	
Net earnings, after deducting expenses,		19,647 58	

DIVIDENDS.

Per cent. Total,	-	-	-
Surplus not divided,	-	-	-
Surplus last year,	-	-	-
Total surplus,	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.

Road and bridges,	-	-	-
Buildings,	-	-	-
Engines and cars,	-	-	-

The Directors of the Norfolk County Railroad Company, in submitting their Fourth Annual Report, have to regret that the embarrassments under which the corporation labored at date of their last Report, still continue, and the furniture of the road yet remains in the hands of the assignees.

During the past year they have finished the depots, turnouts, &c., and put the road in complete order, and think but little expense need be incurred the coming year, to keep it in good condition for running.

A considerable portion of the debt of the corporation has been funded, and the remainder, they have no doubt, will soon be.

It will be seen by the Return, that the business of the road has very considerably increased during the past year.

No accident has occurred on the road during the current year.

E. D. AMMIDOWN,
DAN HILL,
J. C. HURD,
W. FARNUM,
JOHN SMITH,
HORATIO BIGELOW.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 28, 1851.* Then personally appeared the above named E. D. Ammidown, Dan Hill, and J. C. Hurd, and made oath that the foregoing report was true, according to their best knowledge and belief. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 29, 1851.* Then personally appeared the above named W. Farnum, John Smith, and Horatio Bigelow, and made oath that the foregoing report was true, according to their best knowledge and belief. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT
OF THE
NORWICH AND WORCESTER RAILROAD
CORPORATION.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Norwich and Worcester Railroad Company respectfully submit their return and report of their doings, during the past year, as required by law.

Return of the Norwich and Worcester Railroad, under the Act of May 1, 1849, chap. 191, for the year ending November 30, 1850.

Capital stock, - - - - -	\$2,200,000 00
Increase of capital since last report, [Conn't Legislature, \$200,000, Mass. and Conn't, \$425,000,] - - -	625,000 00
	<u>\$2,825,000 00</u>
Capital paid in per last report, - - - - -	1,688,500 00
Capital paid in since last report, [old stock, \$11,500; preferred, \$106,500,] - - - - -	118,060 00
Total amount of capital stock paid in, - - - - -	<u>1,806,560 00</u>
Funded debt, per last report, - \$1,001,373 00	
Funded debt paid since last report, - 85,700 00	
	<u>915,673 00</u>
Funded [and deferred] debt, increase of, since last report, - - - - -	31,300 00
	<u>946,973 00</u>
Total present amount of funded [and deferred] debt, Floating debt, per last report, - \$80,718 11	
Floating debt paid since last report, 57,374 60	
	<u>23,343 51</u>
Floating debt, increase of, since last report, -	
Total present amount of floating debt, [interest account, \$21,499 89; balances due individuals, \$1,843 62,] - - - - -	
	<u>970,316 51</u>
Total present amount of funded, [deferred] and floating debt, [assets \$102,133 29,] - - - - -	
Average rate of interest per annum paid during the year, - - - - -	5 25.32 per cent.
Maximum amount of debt for each month during the year, viz.: December, \$1,088,474 69; January, \$1,076,335 93; February, \$1,074,704 25; March, \$1,068,895 24; April, \$1,059,184 78; May, \$1,068,125 30; June, \$1,070,568 79; July,	

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\$1,068,020 16; August, \$1,067,160 13; September, \$1,059,563 37; October, \$1,057,201 38; November, \$970,316 51; December, \$

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, -	\$614,529 92	
For graduation and masonry paid during the past year, -		\$614,529 92
Total amount expended for graduation and masonry, -	37,371 61	
For wooden bridges, per last report, -		
For wooden bridges paid during the past year, -		
Total amount expended for wooden bridges, [\$37,371 61; reduced for deterioration, \$4,621 02,] -		32,750 59
Total amount expended for iron bridges, (if any,) -		
For superstructure, including iron, per last report, -	485,879 35	
For superstructure, including iron, paid during the past year, -	4,878 93	
Total amount expended for superstructure, including iron, [\$490,758 28; reduced for deterioration, \$123,006,] -		367,758 28
For stations, buildings and fixtures, per last report, -	74,793 63	
For stations, buildings and fixtures, paid during the past year, -	1,192 91	
Total amount expended for stations, buildings and fixtures, [\$75,986 54; reduced for deterioration, \$25,000,] -		50,986 54
For land, land-damages and fences, per last report, -	139,744 89	
For land, land-damages and fences, paid during the past year, -	862 00	
Total amount expended for land, land-damages and fences, -		140,606 89
For locomotives, per last report, -	96,240 44	
For locomotives, paid during the past year, -		
Total amount expended for locomotives, [\$96,240 44; reduced for deterioration, \$26,000,] -		70,240 44
For passenger and baggage cars, per last report, -	41,724 88	
For passenger and baggage cars, paid during the past year, -		
Total amount expended for passenger and baggage cars, [\$41,724 88; reduced for deterioration, \$11,000,] -		30,724 88
For merchandise cars, per last report, -	44,954 25	
For merchandise cars, paid during the past year, -	5,925 00	
Total amount expended for merchandise cars, [\$50,879 25; reduced for deterioration, \$13,000,] -		37,879 25
For engineering, per last report, -	69,499 50½	
For engineering, paid during the past year, -		
Total amount expended for engineering, -		69,499 50½
For agencies and other expenses, per last report, -	490,770 06½	
For agencies and other expenses, [charged this account] during the past year, [balance stock account, steamboat account, and Worcester and Nashua Railroad stock account,] -	692,767 81	
Total amount expended for agencies and other expenses, -		1,183,537 87½
Total cost of road and equipment, -		2,598,514 17

CHARACTERISTICS OF ROAD.

Length of road, -	59 miles.
Length of single main track, -	57.2 "
Length of double main track, -	1.8 "

Length of branches owned by the company, stating whether they have a single or double track, -	7 miles—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, -	
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	56 lbs.
Specify the different weights per yard, -	
Maximum grade, with its length in main road, -	32 feet for 13,265 feet.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, -	845.74
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve in main road, -	1910 ft. for 3639 ft. in Mass.
Shortest radius of curvature, with length of curve in branch roads, -	
Total degrees of curvature in main road, -	424° 30' in Mass.
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	12.8 miles in Mass.
Total length of straight line in branches, -	
Aggregate length of wooden truss bridges, -	1575
Aggregate length of all other wooden bridges, -	
Aggregate length of iron bridges, -	
Whole length of road unfenced on both sides, -	
Number of public ways crossed at grade, -	68
Number of railroads crossed at grade, -	1—Western.
Remarks, -	
Way stations for express trains, -	2
Way stations for accommodation trains, -	12
Flag stations, -	3
Whole number of way stations, -	16
Whole number of flag stations, -	3

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	141,913	
Miles run by freight trains, -	40,952	
[Miles run express freight trains,] -	38,573	
Miles run by other trains, -	17,732	
Total miles run, -		239,170
Number of passengers carried in the cars, -	177,603½	
Number of passengers carried one mile, -	4,428,378	
Number of tons of merchandise carried in the cars, -	61,105	
Number of tons of merchandise carried one mile, -	2,895,766	
Number of passengers carried one mile, to and from other roads, -		
No. of tons carried one mile, to and from other roads, -		
Rate of speed adopted for express passenger trains, including stops, -	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	30 do do	
Rate of speed adopted for accommodation trains, -	20 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	30 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	36 do do	
Average rate of speed adopted for freight trains, including stops and detentions, -	9.25 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, -	5,742,943	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, -	10,220,218	

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EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -		\$14,799 08
For repairs of wooden bridges, -		6,005 32
For renewals of iron, including laying down, -		58 13
For wages of switchmen, av. per mo., \$640 50	Total,	1,859 45
For wages of gate-keepers, av. per mo., 121 88		
For wages of signal men, av. per mo., 56 75		
For wages of watchmen, av. per mo., 1040 32		
Number of men employed, exclusive of those engaged in construction, -	172	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		126 56
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -		17 71
Total for maintenance of way, -		\$22,866 20
MOTIVE POWER AND CARS.		
For repairs of locomotives, -		11,494 15
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, -		4,064 09
For new passenger cars, to cover depreciation, -		37 73
For repairs of merchandise cars, -		4,303 89
For new merchandise cars, to cover depreciation, -		1,176 19
For repairs of gravel and other cars, -		342 05
Total for maintenance of motive power and cars, -		21,738 10
Number of engines, [6 6-wheel and 8 8-wheel engines,] -	14	
Number of passenger cars, [2 4-wheel and 11 8-wheel passenger cars,] -	13	
Number of baggage cars, [3 8-wheel baggage and 2d class, and 2 baggage cars,] -	5	
Number of merchandise cars, [96 8-wheel and 12 4-wheel cars,] -	108	
Number of gravel cars, [5 4-wheel gravel cars,] -	5	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		26,846 40
Wood, -	\$26,033 84	
Coal, -	812 56	
For oil used by cars and engines, -		3,770 07
For waste and other material for cleaning, -		181 37
For salaries, wages and incidental expenses, chargeable to passenger department, -		11,914 06
For salaries, wages and incidental expenses, chargeable to freight department, -		20,797 69
For gratuities and damages, -		1,578 21
For taxes and insurance, -		938 63
For ferries, -		
For repairs of station buildings, aqueducts, fixtures, furniture, -		3,632 43
For interest, -		56,282 34
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -		
For amount paid other companies, as rent for use of their roads, specifying each company, -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, -		

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and all other expenses, not included in any of the foregoing items, - - - - -	\$13,649 61	
Total miscellaneous, - - - - -		\$138,990 81
Total expenditures for working the road, - - -		183,595 11
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by company, - - - - - [Local,	97,276 71	
2. To and from other roads, specifying what, [Boston and Worcester Railroad,] - - -	12,833 04	110,109 75
<i>For freight :—</i>		
1. On main road and branches owned by company, [local,] - - - - -	114,035 46	
2. To and from other connecting roads, [Boston and Worcester Railroad,] - - - - -	20,347 45	134,382 91
U. S. mails, - - - - -	8,339 53	
Rents, [\$2,148 23 ; other income, \$6,278 70,] - - -	8,426 93	16,766 46
Total income, - - - - -		261,259 12
Net earnings, after deducting expenses, - - -		77,664 01
DIVIDENDS.		
[One dividend, paid July 15, 1850, of 2½ per cent.,		33,896 49
Surplus not divided, - - - - -	43,767 52	
Surplus last year, - - - - -	255,487 29	
Total surplus, - - - - -		299,254 81
[From which sum has been transferred to construction account, for deterioration, - - -	202,621 02	
[Paid State of Connecticut, tax on stock, - - -	1,705 06	
[Loss on assets, &c., - - - - -	11,161 21	215,487 29
[Leaving present total surplus, - - - - -		83,767 52
[From which is to be deducted a dividend of 2½ per cent., payable January 15, 1851, - - -		43,343 70
		40,423 82

As the books of the company have not been kept in conformity to the requisitions of the act of April 16, 1846, some of the items in the return cannot be given ; and the characteristics of the road are incomplete, for the reason, that the note books, &c. of the location of the road have been lost or mislaid.

During the whole of the last year there has been three regular passenger trains running over the road, from Norwich to Worcester, and back, daily ; and, in addition, a fourth express passenger train, and express freight train, and way freight train each way, over the road, daily.

The following accidents have occurred during the past year, viz. :—

April, 1850.—The bridge near Wilsonville gave way, on the evening of Monday the 8th April, while the steamboat train was passing. The engine, tender, and crate car, reached the opposite shore, but the three passenger cars were landed in the river. By this casualty the baggage

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man lost his life, while standing on the platform of the second class car, and a brakeman was badly cut on the head while standing on the platform of a first class car. A number of passengers were somewhat bruised, but none were seriously injured.

October, 1850.—The engine *Uncas*, Elbridge Barton, engineer, running with express freight train, went off the track in the cut about two miles below Oxford, Massachusetts, on the evening of October 17. The engine was thrown on its side, head towards Worcester. The engineer was caught under the engine, one of his legs badly broken, and the other very badly scalded and torn. From these injuries he died on the evening of Monday the 4th November. No other person was injured.

The New Haven express passenger train, coming from Boston, and the Norwich and Worcester express freight train, going into Worcester, came in contact at the junction, on the morning of October 12th. The engineers on both trains were considerably injured, as was also the trucks on nearly every passenger car on the train. No person injured further than some slight bruises.

July, 1850.—The upward morning accommodation train, July 8, struck a freight car, standing on the turnout track at Oxford; a colored man, in the second class car, with his arm partly out of the window, received a severe fracture, above and below the elbow, but it was deemed unnecessary to amputate the limb.

Since the passage of the act of April 13, 1850, authorizing the issue of 4,250 additional shares to the capital stock of the company, and the surrender of 17,000 shares of old stock in the hands of stockholders, there has been subscribed of the former, 4,068 shares, and of the latter there has been surrendered, 16,272 shares, making, in all, 20,340 shares, preferred stock.

An instalment of 25 per cent. on the new stock, was assessed on the 15th of June last, and said instalment has been paid into the treasury of the company, on 4,068 shares, amounting to \$106,560, including a portion of the same, paid in full.

There remains to be subscribed, 182 shares of new stock, and 728 of old, to be surrendered, which no doubt will be subscribed for, and surrendered, on the re-opening of the books.

The repairs of the road and other property, have been considerable during the past year. All the bridges between Norwich and Worcester, have been rebuilt in the most substantial manner. The road has been ditched and gravelled, where such repairs were necessary. The depots and freight houses, on the line of the road, have been repaired and repainted. Turnouts have been lengthened, to accommodate the necessary business over the road.

The legislature of the state of Connecticut, at its May session, 1850, passed an act appointing commissioners, whose duty it is to examine the condition of all the roads within the state, at intervals of six months, and that they should require their respective corporations owning the same, to make all repairs suggested by them for the greater safety and comfort of passengers passing over them; and that any railroad company, neglecting to obey their requisitions, and to make the required repairs, within a reasonable time, should be subjected to the forfeiture of \$100 per day, for every day they should so neglect the same.

In pursuance of this statute the commissioners notified this company, that on the 16th day of September last, they would proceed to examine their road. Accordingly, they performed that duty, and the following is a copy of their certificate :—

COPY OF CERTIFICATE.

"The undersigned, commissioners, appointed by the legislature of the state of Connecticut, on the Norwich and Worcester Railroad, did, in the month of September last, in accordance with our said commission, go and examine the railroad of said company, from Allyn's Point to the line of the State of Massachusetts, and found the following slight improvements, which were ordered to be made, viz.: Filling in with gravel, on two of the abutments on the Extension Road to Allyn's Point; raising the wall on an embankment east of the Tunnel; replacing a stringer in the bridge east of Killingby Pond, and securing the road crossing at Dayville: all of which have been complied with. With the exceptions referred to, we found the bridges, from Norwich to the line of the State of Massachusetts, rebuilt in the most substantial manner, and the road bed, cars and engines, in a condition to compare favorably with the other roads of New England.

Signed,
Signed,

W. M. CONVERSE,
BENJ. F. DURKEE.

"December 24, 1850."

All which is respectfully submitted, with the Commissioners' Report, required by law.

JOEL W. WHITE,
CHARLES JOHNSON,
JEDEDIAH HUNTINGTON,
ELIHU TOWNSEND,
WM. AUG. WHITE,
J. NEWTON PERKINS,
DAV. A. NEAL,
ALEX. DE WITT,

January, 1851.

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STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. *Norwich, January 10, A. D. 1851.*
I hereby certify that Joel W. White, Charles Johnson, and Jedediah Huntington, have appeared before me, and made solemn oath that the statements herein contained, are true, according to the best of their knowledge and belief. LEVI H. GODDARD, *Justice of the Peace.*

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. I hereby certify, that on the 15th day of January, 1851, Elihu Townsend, and Wm. Aug. White, and that on the sixteenth day of January, 1851, J. Newton Perkins, severally appeared before me, and made solemn oath that the statements herein contained, are true, according to the best of their respective knowledge and belief.

In testimony whereof, I have hereunto affixed my notarial seal, and subscribed my name.

[L. S.] STEPHEN MERRIHEW, *Notary Public,*
in and for the state of New York,
dwelling in the city of New York.

SUFFOLK, ss. *Boston, January 24, 1851.* Then personally appeared the above named Alex. De Witt, and made solemn oath that the foregoing statement, by him subscribed, is just and true, according to his best knowledge and belief. Sworn, before me,

BENJAMIN SEAVER, *Justice of the Peace.*

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company, relative to the expenditures of the road, and to decide what portion of said expenditures are to be applied to the different sections of the road, Report, that on the day of January, 1851, we examined the accounts of said company, up to the 30th of November, 1850, and found that there had been expended for the road, in Connecticut, since the 30th Nov. 1849, the sum of \$8,714 39

Viz. : Carriage department,	$\frac{2}{3}$ of \$5,925 00	\$3,950 00
Railway iron,	$\frac{2}{3}$ of 4,154 35	2,769 56 $\frac{2}{3}$
Laying rails,	- - - - -	724 58
Depot buildings,	- - - - -	664 16
Land damages,	- - - - -	606 09
Agencies and other expenses,	$\frac{2}{3}$ of 692,767 81	461,845 21
		<u>\$470,559 60$\frac{2}{3}$</u>
To which add amount to November 30, 1849,		1,494,515 33 $\frac{1}{3}$
		<u>1,965,074 94</u>

And deduct from profit and loss, under the following heads, for deterioration, viz. :—

Bridges, - - - - -	\$4,000 00
Railway timber, - - - - -	10,000 00
Railway iron, - - $\frac{1}{2}$ of \$107,000 00	71,333 33 $\frac{1}{2}$
Depot buildings, - - - - -	20,000 00
Carriage department, $\frac{1}{2}$ of \$50,000 00	33,333 33 $\frac{1}{2}$
	<hr/> \$138,666 66 $\frac{1}{2}$

Making the cost in Connecticut, November 30, 1850, 1,826,408 27

That there has been expended in Massachusetts, since the 30th November, 1849, the sum of - - - - - \$235,067 04 $\frac{1}{2}$

Viz. : Carriage department, $\frac{1}{2}$ of \$5,925 00	\$1,975 00
Railway iron, - - $\frac{1}{2}$ of 4,154 35	1,384 78 $\frac{1}{2}$
Depot buildings, - - - - -	528 75
Land damages, - - - - -	255 91
Agencies & other expenses, $\frac{1}{2}$ of \$692,767 81	230,922 60 $\frac{1}{2}$
	<hr/> 235,067 04 $\frac{1}{2}$

To which add amount to November 30, 1849, 600,993 20 $\frac{1}{2}$

836,060 25

And deduct from profit and loss, under the following heads, for deterioration, viz. :—

Bridges, - - - - -	\$621 02
Railway timber, - - - - -	6,000 00
Railway iron, - - $\frac{1}{2}$ of \$107,000	35,666 66 $\frac{1}{2}$
Depot buildings, - - - - -	5,000 00
Carriage department, $\frac{1}{2}$ of \$50,000	16,666 66 $\frac{1}{2}$
	<hr/> 63,954 35 $\frac{1}{2}$

Making the cost in Massachusetts, November 30, 1850, \$772,105 90

To which add, in Connecticut, - - - - - 1,826,408 27

Making the whole cost, up to - - - - - 2,598,514 17

They further report, that the accounts of the expenditures on the road, in each state, have been kept separate and distinct, as required by the charter.

That the receipts of the company for twelve months, ending with the month of November, 1850, were - - - - - \$261,259 12

Expenditures were, for repairs of road, repairs of cars, locomotives, bridges, station houses, fuel, passenger and freight expenses, &c., - - - - -	126,512 77
	<hr/> \$134,746 35

158 NORWICH AND WORCESTER RAILROAD.

Net earning of road, brought forward,	-	\$134,746 35
From which deduct salary of transfer officer,	\$800 00	
Interest,	56,282 34	
		<u>57,082 34</u>
Leaving net, after paying expenses and interest,		<u>\$77,664 01</u>
To which we have set to Massachusetts, $\frac{1}{3}$	\$25,888 00 $\frac{1}{3}$	
To Connecticut, $\frac{2}{3}$	51,776 00 $\frac{2}{3}$	
		<u>\$77,664 01</u>

All which is respectfully submitted,

A. H. BULLOCK,
Commissioner for the Commonwealth of Massachusetts.

W. P. EATON,
Commissioner for the State of Connecticut.

January 23, 1851.

SEVENTH ANNUAL REPORT
OF THE
OLD COLONY RAILROAD CORPORATION.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Old Colony Railroad Corporation respectfully submit their return and report of their doings during the past year, as required by law.

Return of the Old Colony Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - [authorized,]	\$2,100,000 00
Increase of capital since last report, - - -	Nothing.
Capital paid in per last report, - - -	\$1,956,230 00
Capital paid in since last report, - - -	7,770 00
Total amount of capital stock paid in, - - -	1,964,000 00
Funded debt, per last report, - - -	328,685 00
Funded debt paid in since last report, [and due,] - - -	115 00
Funded debt, increase of, since last report, - - -	Nothing.
Total present amount of funded debt, - - -	328,800 00
Floating debt, per last report, - - -	50,572 90
Floating debt paid since last report, - - -	50,572 90
Floating debt, increase of, since last report, - - -	Nothing.
Total present amount of floating debt, - - -	Nothing.
Total present amount of funded and floating debt, - - -	328,800 00
Average rate of interest per annum paid during the year, - - -	6 per cent.
Maximum amount of debt for each month during the year, viz. : January, \$372,077 46 ; February, \$369,877 46 ; March, \$369,877 46 ; April, \$362,877 46 ; May, \$350,777 46 ; June, \$350,777 46 ; July, \$332,499 97 ; August, \$329,799 97 ; September, \$329,799 97 ; October, \$328,800 ; November, \$328,800 ; December, \$328,800.	
COST OF ROAD AND EQUIPMENT.	
[For Abington Branch, per last report, - - -	129,098 87
For graduation and masonry, per last report, - - -	237,340 12
For graduation and masonry paid during the past year, - - -	
Total amount expended for graduation and masonry, - - -	
For wooden bridges, per last report, - - -	88,496 98
For wooden bridges paid during the past year, - - -	
Total amount expended for wooden bridges, - - -	
Total amount expended for iron bridges, (if any,) - - -	
For superstructure, including iron, per last report, - - -	477,046 20

For superstructure, including iron, paid during the past year, - - -	
Total amount expended for superstructure, including iron, - - -	
For stations, buildings and fixtures, per last report, -	\$207,434 23
For stations, buildings and fixtures, paid during the past year, - - -	
Total amount expended for stations, buildings and fixtures, - - -	
For land, land-damages and fences, per last report, -	645,494 10
For land, land-damages and fences, paid during the past year, - - -	
Total amount expended for land, land-damages and fences, - - -	
For locomotives, per last report, - - -	95,259 80
For locomotives, paid during the past year, - - -	
Total amount expended for locomotives, - - -	
For passenger and baggage cars, per last report, - - -	53,281 23
For passenger and baggage cars, paid during the past year, - - -	
Total amount expended for passenger and baggage cars, - - -	
For merchandise cars, per last report, - - -	36,717 04
For merchandise cars, paid during the past year, - - -	
Total amount expended for merchandise cars, - - -	
For engineering, per last report, - - -	638 82
For engineering, paid during the past year, - - -	
Total amount expended for engineering, - - -	
For agencies and other expenses, per last report, - - -	322,583 19
For agencies and other expenses, paid during the past year, - - -	144 25
Total amount expended for agencies and other expenses, - - -	
Total cost of road and equipment, - - -	\$2,293,534 83

CHARACTERISTICS OF ROAD.

Length of road, - - -	37½ miles.
Length of single main track, - - -	25½ do
Length of double main track, - - -	11½ do
Length of branches owned by the company, stating whether they have a single or double track, - - -	7½ do—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	4 41-100 miles.
Weight of rail per yard in main road, - - -	56 lbs.
Weight of rail per yard in branch roads, - - -	50 to 56 lbs.
Specify the different weights per yard, - - -	50 and 56 lbs.
Maximum grade, with its length in main road, - - -	39 6-10 feet for 6000 feet.
Maximum grade, with its length in branch roads, - - -	39 6-10 feet for 10,500 ft. in 5 planes; width of surface about 12 feet.
Total rise and fall in main road, - - -	509 2-10 feet.
Total rise and fall in branch roads, - - -	148 feet.
Shortest radius of curvature, with length of curve in main road, [at Boston,] - - -	520 feet for 450 feet.
Shortest radius of curvature, with length of curve in branch roads, - - -	301 feet in 140 feet.
Total degrees of curvature in main road, - - -	853 deg.
Total degrees of curvature in branch roads, - - -	172 deg.
Total length of straight line in main road, - - -	30 miles, 860 feet.
Total length of straight line in branches, - - -	5 do 4708 do

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Aggregate length of wooden truss bridges, -	-	217 feet.
Aggregate length of all other wooden bridges, -	-	2915 feet.
Aggregate length of iron bridges, -	-	
Whole length of road unfenced on both sides, [marsh and swamp land not included,] -	-	1½ miles.
Number of public ways crossed at grade, [by main line and branches, owned by this company,] -	-	42
Number of railroads crossed at grade, -	-	
Remarks, -	-	
Way stations for express trains, [the express train stops regularly at] -	-	South Braintree only.
Way stations for accommodation trains, -	-	17
Flag stations, -	-	6
Whole number of way stations, -	-	17
Whole number of flag stations, -	-	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	153,232	
Miles run by freight trains, -	-	38,036	
Miles run by other trains, -	-	25,611	
Total miles run, -	-		216,879
Number of passengers carried in the cars, -	-	684,263	
Number of passengers carried one mile, -	-	8,103,246	
Number of tons of merchandise carried in the cars, -	-	87,465	
Number of tons of merchandise carried one mile, -	-	1,268,089	
Number of passengers carried one mile, to and from other roads, [Fall River Railroad,] -	-	1,518,061	
Number of tons carried one mile, to and from other roads, [Fall River Railroad,] -	-	546,135	
Rate of speed adopted for express passenger trains, including stops, -	-		27 6-10 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-		About 27 miles per hour.
Rate of speed adopted for accommodation trains, -	-	" 20 "	" "
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	" 19 "	" "
Average rate of speed actually attained by special trains, including stops and detentions, -	-	" 19 "	" "
Average rate of speed adopted for freight trains, including stops and detentions, -	-	" 12½ "	" "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	3,300,000	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	2,000,000	
[Estimated weight in tons of gravel cars, (not including gravel,) hauled one mile, -	-	1,785,155	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-		\$20,060 84
For repairs of wooden bridges, -	-		254 62
For renewals of iron, including laying down, [old materials first deducted,] -	-		4,867 86
For wages of switchmen, av. per mo., \$28 00		\$2,750 14	} Total 6,662 00
For wages of gate-keepers, av. per mo., \$26 00		1,065 50	
For wages of signal men, av. per mo., \$26 00		715 46	
For wages of watchmen, av. per mo., \$36 00		2,130 90	
Number of men employed, exclusive of those engaged in construction, -	-	200	

For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.)		
[Done by road repairers and other operatives—no extra help employed.]	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,	-	-
		Included in other items.
		\$243 69
		<u>32,089 91</u>
MOTIVE POWER AND CARS.		
For repairs of locomotives,	-	\$15,898 40
For new locomotives, to cover depreciation,	-	
For repairs of passenger cars,	-	7,036 00
For new passenger cars, to cover depreciation,	-	
For repairs of merchandise cars,	-	2,060 99
For new merchandise cars, to cover depreciation,	-	
For repairs of gravel and other cars,	-	1,272 16
Total for maintenance of motive power and cars,	-	26,267 55
Number of engines,	-	15
Number of passenger cars,	-	25
Number of baggage cars,	-	4
Number of merchandise cars,	-	105
Number of gravel cars,	-	56
MISCELLANEOUS.		
For fuel used by engines during the year, viz :		
Wood,	-	40,704 05
Coal, [at stations,]	-	1,732 52
For oil used by cars and engines,	-	3,107 24
For waste and other material for cleaning,	-	528 33
For salaries, wages and incidental expenses, chargeable to passenger department,	-	31,404 17
For salaries, wages and incidental expenses, chargeable to freight department,	-	10,150 00
For gratuities and damages,*	-	3,383 25
For taxes and insurance,	-	4,762 37
For ferries,	-	Nothing.
For repairs of station buildings, aqueducts, fixtures, furniture,	-	2,591 01
For interest, [floating debt, \$740 65 ; bonds, \$19,728]	-	20,468 65
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Fall River Railroad, for use of cars, and risk on Old Colony Railroad,]	-	7,482 23
For amount paid other companies, as rent for use of their roads, specifying each company, [South Shore and Dorchester and Milton Railroad companies paid, and estimated due,]	-	27,692 86
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	6,588 84
Total miscellaneous,	-	157,345 51
Total expenditures for working the road,	-	<u>215,792 07</u>

* There was also paid \$3785 91 for old claims for damages, and charged to surplus on hand, as reported last year.

INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1. On main road, including branches owned by Co.,	\$162,069 70
2. To and from other roads, specifying what, [Fall River Railroad,]	34,362 39
<i>For freight :—</i>	
1. On main road and branches owned by company,	40,348 44
2. To and from other connecting roads, [Fall River Railroad,]	25,082 37
U. S. mails,	4,204 00
Rents,	3,292 75
[Gravel, &c.	26,811 14
Total income,	296,170 79
Net earnings, after deducting expenses,	\$80,468 72
DIVIDENDS.	
Per cent. Total,	None for the year.
Surplus not divided,	80,468 72
Surplus last year, [charged to deterioration, construction items, old claims, &c.]	
Total surplus,	80,468 72
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
Road and bridges,	- - - - -
Buildings,	- - - - -
Engines and cars,	- - - - -

The following fatal accidents and serious injuries have happened during the year ending November 30, 1850 :—

December 15, 1849.—David Lang, of Boston, had his leg broken by falling in front of the car, while volunteering, without the knowledge of the superintendent or officers of the company, to assist his brother, who was a brakeman on the road, in moving said car into the station house in Boston.

January 1, 1850.—Dr. P. G. Robbins, of Roxbury, was severely injured in his hip, while a passenger in a train to Plymouth, from the breaking of a wheel of the car in which he was.

March 26. ——— Durand, of Boston, was considerably bruised by being struck by a train while walking too near the track with a basket of clams on his shoulders.

May 30.—George Eaton, a conductor on a freight train, fell from the train while in motion, and was instantly killed.

June 17.—Wheeler Kenneison, road agent of the Fall River Railroad, fell from the platform of a baggage car, near the junction with that road, and was so badly injured by striking a freight car standing on a turnout track, as to cause his death in a few hours.

July 25.—Catherine O'Connor, of Boston, had her leg broken by step-

ping backwards in front of a locomotive engine, while the same was proceeding at a very slow rate, across Swan street, South Boston.

August 27.—Margaret Doyle, of Dorchester, a child two years old, walked on to the track and sat down, just as a train was approaching, and one of her arms was badly crushed.

FRANCIS B. CROWNINSHIELD,
WILLIAM J. WALKER,
JAMES W. SEVER,
H. H. HUNNEWELL,
NATH'L WHITING,
WM. RICHARDSON.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 28, 1851.* Personally appeared the above named Francis B. Crowninshield, William J. Walker, James W. Sever, H. H. Hunnewell, Nath'l Whiting, and William Richardson, and made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief. Before me,

PELHAM W. HAYWARD, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

PETERBOROUGH AND SHIRLEY RAILROAD COMPANY.

*Return of the Peterborough and Shirley Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -		\$310,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$152,730 00	
Capital paid in since last report, - - - - -	42,640 00	
Total amount of capital stock paid in, - - - - -		195,370 00
Funded debt, per last report, - - - - -	48,400 00	
Funded debt, paid since last report, - - - - -	None.	
Funded debt, increase of, since last report, - - - - -	600 00	
Total present amount of funded debt, - - - - -		49,000 00
Floating debt, per last report, - - - - -	8,075 98	
Floating debt, paid since last report, - - - - -	3,707 04	
Floating debt, increase of, since last report, - - - - -	None.	
Total present amount of floating debt, - - - - -		4,368 94
Total present amount of funded and floating debt, - - - - -		53,368 94
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$53,075 98; February, \$53,075 98; March, \$53,075 98; April, \$53,075 98; May, \$53,075 98; June, \$53,075 98; July, \$50,075 98; August, \$50,772 20; September, \$50,772 20; October, \$51,301 15; November, \$52,802 29; December, \$53,368 94.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	63,414 93	
For graduation and masonry paid during the past year, - - - - -	23,370 03	
Total amount expended for graduation and masonry, - - - - -		86,774 96
For wooden bridges, per last report, - - - - -	} Included in grading and masonry.	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -	None.	
Total amount expended for iron bridges, (if any,) - - - - -	98,381 96	
For superstructure, including iron, per last report, - - - - -		
For superstructure, including iron, paid during the past year, - - - - -	15,423 01	
Total amount expended for superstructure, including iron, - - - - -		113,804 97
For stations, buildings and fixtures, per last report, - - - - -	11,704 70	
For stations, buildings and fixtures, paid during the past year, - - - - -	2,535 26	

Total amount expended for stations, buildings and fixtures, - - - - -		\$14,239 96
For land, land-damages and fences, per last report, -	\$18,412 41	
For land, land-damages and fences, paid during the past year, - - - - -	5,900 85	
Total amount expended for land, land-damages and fences, - - - - -		24,313 26
For locomotives, per last report, - - - - -	}	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -	None.	
For merchandise cars, per last report, - - - - -	}	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -		
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -	13,001 20	
For agencies and other expenses, per last report, - - - - -	40 00	
For agencies and other expenses, paid during the past year, - - - - -		13,041 20
Total amount expended for agencies and other expenses, - - - - -	None.	
Total cost of road and equipment, - - - - -		272,646 96

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	14 miles, 391½ feet.
Length of single main track, - - - - -	Same, except turnouts.
Length of double main track, - - - - -	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	2,210 feet.
Weight of rail per yard in main road, - - - - -	50 and 53 pounds.
Weight of rail per yard in branch roads, - - - - -	None.
Specify the different weights per yard, - - - - -	50 and 53 pounds.
Maximum grade, with its length in main road, - - - - -	58 feet, 5,190 feet long.
Maximum grade, with its length in branch roads, - - - - -	None.
Total rise and fall in main road, - - - - -	327.59 feet.
Total rise and fall in branch roads, - - - - -	None.
Shortest radius of curvature, with length of curve in main road, - - - - -	1146 radius; 700 ft. long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	None.
Total degrees of curvature in main road, - - - - -	588° 18'
Total degrees of curvature in branch roads, - - - - -	None.
Total length of straight line in main road, - - - - -	8.64 miles.
Total length of straight line in branches, - - - - -	None.
Aggregate length of wooden truss bridges, - - - - -	205 feet.
Aggregate length of all other wooden bridges, - - - - -	140 feet.
Aggregate length of iron bridges, - - - - -	} None.
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	12
Number of railroads crossed at grade, - - - - -	Worcester and Nashua, at
Remarks, - - - - -	[Groton.]
Way stations for express trains, - - - - -	4
Way stations for accommodation trains, - - - - -	4

Flag stations,	-	-	-	-
Whole number of way stations,	-	-	-	-
Whole number of flag stations,	-	-	-	-

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DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-	-
Miles run by freight trains,	-	-	-	-
Miles run by other trains,	-	-	-	-
Total miles run,	-	-	-	-
Number of passengers carried in the cars,	-	-	-	-
Number of passengers carried one mile,	-	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-	-
Number of tons of merchandise carried one mile,	-	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-	-

None by this Company; it is run by Fitchburg Company.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-	-	-
For repairs of wooden bridges,	-	-	-	-
For renewals of iron, including laying down,	-	-	-	-
For wages of switchmen, av. per mo. \$	-	-	-	-
For wages of gate-keepers, av. per mo. \$	-	-	-	-
For wages of signal-men, av. per mo. \$	-	-	-	-
For wages of watchmen, av. per mo. \$	-	-	-	-
Number of men employed, exclusive of those engaged in construction,	-	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-	-
Total for maintenance of way,	-	-	-	-

None.

Total.

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-	-
For new locomotives to cover depreciation,	-	-	-	-
For repairs of passenger cars,	-	-	-	-
For new passenger cars to cover depreciation,	-	-	-	-
For repairs of merchandise cars,	-	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-	-
For repairs of gravel and other cars,	-	-	-	-
Total for maintenance of motive power and cars,	-	-	-	-
Number of engines,	-	-	-	-

None.

168 PETERBORO' AND SHIRLEY RAILROAD.

Number of passenger cars, - - -	None.
Number of baggage cars, - - -	
Number of merchandise cars, - - -	
Number of gravel cars, - - -	
MISCELLANEOUS.	
For fuel used by engines during the year, viz., -	} None.
Wood, - - - - -	
Coal, - - - - -	
For oil used by cars and engines, - - -	
For waste and other material for cleaning, -	
For salaries, wages and incidental expenses, charge-	} None.
able to passenger department, - - -	
For salaries, wages and incidental expenses, charge-	
able to freight department, - - -	
For gratuities and damages, - - -	
For taxes and insurance, - - -	\$44 95
For ferries, - - - - -	} None.
For repairs of station buildings, aqueducts, fixtures,	
furniture, - - - - -	
For interest, - - - - -	\$7,422 26
For amount paid other companies, in tolls for pas-	} None.
sengers, and freight carried on their roads, speci-	
fying each company, - - - - -	
For amount paid other companies as rent for use of	} None.
their roads, specifying each company, - - -	
For salaries of president, treasurer, superintendent,	
law expenses, office expenses of the above offices,	
and all other expenses not included in any of the	
foregoing items, - - - - -	\$13,005 40
Total miscellaneous, - - - - -	\$20,472 61
Total expenditures for working the road, - - -	
INCOME DURING THE YEAR.	
<i>For passengers:—</i>	} Six per cent. on the cost
1. On main road, including branches owned by	
company, - - - - -	
2. To and from other roads, specifying what, -	
<i>For freight:—</i>	
1. On main road and branches owned by company, -	} of the road, according to
2. To and from other connecting roads, - - -	
U. S. Mails, - - - - -	
Rents, - - - - -	
Total income, - - - - -	
Net earnings, after deducting expenses, - - -	1849.
DIVIDENDS.	
Per cent. Total, - - - - -	None.
Surplus not divided, - - - - -	
Surplus last year, - - - - -	
Total surplus, - - - - -	
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ.	
Road and bridges, - - - - -	None.
Buildings, - - - - -	
Engines and cars, - - - - -	

During the last year the extension of this road, from West Townsend to the line of the state of New Hampshire, has been completed, a distance of 2.86 miles.

JOHN M. MAYNARD,
LEVI WARREN,
GEORGE BARRETT,
F. A. WORCESTER,
DANIEL ADAMS,
CHARLES POWERS,
J. M. MELVILLE.

MIDDLESEX, ss. *January 22, 1851.* Then personally appeared the above named John M. Maynard, Levi Warren, George Barrett, F. A. Worcester, Daniel Adams, Charles Powers, and Jonas M. Melville, and severally made oath that the within return, by them subscribed, is true, according to the best of their knowledge and belief. Before me,

WM. W. WHEILDON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD COMPANY.

*Return of the Pittsfield and North Adams Railroad, under the Act of May 1, 1849,
chap. 191. Year ending November 30, 1850.*

Capital stock, - - - - -	\$500,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	450,000 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - -; February, \$ - - - - -; March, \$ - - - - -; April, \$ - - - - -; May, \$ - - - - -; June, \$ - - - - -; July, \$ - - - - -; August, \$ - - - - -; September, \$ - - - - -; October, \$ - - - - -; November, \$ - - - - -; December, \$ - - - - -	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	108,827 47
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	108,827 47
For wooden bridges, per last report, - - - - -	7,244 00
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	7,244 00
Total amount expended for iron bridges, (if any,) - - - - -	1,303 42
For superstructure, including iron, per last report, - - - - -	201,395 32
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	201,395 32
For stations, buildings and fixtures, per last report, - - - - -	29,311 33
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	29,311 33

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For land, land-damages and fences, per last report,	\$66,608 85	
[Less, amount sold the last year,]	2,865 90	
For land, land-damages and fences, paid during the past year,		
Total amount expended for land, land-damages and fences,		\$63,742 95
For locomotives, per last report,	7,000 00	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		7,000 00
For passenger and baggage cars, per last report,	4,247 43	
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		4,247 43
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	20,605 56	
For engineering, paid during the past year,		
Total amount expended for engineering,		20,605 56
For agencies and other expenses, per last report,		
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies and other expenses,		
Total cost of road and equipment,		443,677 68

CHARACTERISTICS OF ROAD.

Length of road,	18 65-1000 miles.
Length of single main track,	17 95-1000 do
Length of double main track,	70-1000 mile.
Length of branches owned by the company, stating whether they have a single or double track,	
Aggregate length of sidings and other tracks, excepting main track and branches,	70-1000 mile.
Weight of rail per yard in main road,	56 pounds per yard.
Weight of rail per yard in branch roads,	
Specify the different weights per yard,	
Maximum grade, with its length in main road,	66 feet, 223 feet length.
Maximum grade, with its length in branch roads,	
Total rise and fall in main road,	365 feet.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	477½ feet, 722 feet.
Shortest radius of curvature, with length of curve in branch roads,	
Total degrees of curvature in main road,	710° 1'
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	13 39-1000 miles.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	364 feet.
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	30 feet.
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	17
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	

172 PITTSFIELD AND N. ADAMS RAILROAD.

Way stations for accommodation trains, -	-	
Flag stations, -	-	
Whole number of way stations, -	-	2
Whole number of flag stations, -	-	4
DOINGS DURING THE YEAR.		
Miles run by passenger trains, -	-	
Miles run by freight trains, -	-	
Miles run by other trains, -	-	
Total miles run, -	-	25,240 miles.
Number of passengers carried in the cars, -	-	28,485½
Number of passengers carried one mile, -	-	53,992
Number of tons of merchandise carried in the cars, -	-	15,699
Number of tons of merchandise carried one mile, -	-	259,806
Number of passengers carried one mile, to and from other roads, -	-	
Number of tons carried one mile, to and from other roads, -	-	191,131
Rate of speed adopted for express passenger trains, including stops, -	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	
Rate of speed adopted for accommodation trains, -	-	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	20 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions, -	-	
Average rate of speed adopted for freight trains, including stops and detentions, -	-	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	1,562,500
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$3,954 96
For repairs of wooden bridges, -	-	
For renewals of iron, including laying down, -	-	
For wages of switchmen, av. per mo., \$	} Total,	
For wages of gate-keepers, av. per mo., \$		
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		
Number of men employed exclusive of those engaged in construction, -	-	10
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	-	342 38
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	
Total for maintenance of way, -	-	\$4,297 34
MOTIVE POWER AND CARS.		
For repairs of locomotives, -	-	350 75
For new locomotives, to cover depreciation, -	-	
For repairs of passenger cars, -	-	708 98
For new passenger cars, to cover depreciation, -	-	
For repairs of merchandise cars, -	-	
For new merchandise cars, to cover depreciation, -	-	
For repairs of gravel and other cars, -	-	
Total for maintenance of motive power and cars, -	-	1,059 73

Number of engines, - - - -	1
Number of passenger cars, - - - -	2
Number of baggage cars, - - - -	
Number of merchandise cars, - - - -	
Number of gravel cars, - - - -	
MISCELLANEOUS.	
For fuel used by engines during the year, viz., -	
Wood, - - - -	\$3,399 75
Coal, - - - -	
For oil used by cars and engines, - - - -	591 00
For waste and other material for cleaning, - - - -	23 75
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	4,044 04
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	
For gratuities and damages, - - - -	41 00
For taxes and insurance, - - - -	
For ferries, - - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	
For interest, - - - -	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -	
For amount paid other companies as rent for use of their roads, specifying each company, - - - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	
Total miscellaneous, - - - -	\$8,099 54
Total expenditures for working the road, - - - -	13,456 61
INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1. On main road, including branches owned by Co., - - - -	} 16,643 07
2. To and from other roads, specifying what, - - - -	
<i>For freight :—</i>	
1. On main road and branches owned by company, - - - -	5,511 49
2. To and from other connecting roads, - - - -	10,360 01
U. S. mails, - - - -	
Rents, - - - -	90 45
Total income, - - - -	32,605 02
Net earnings, after deducting expenses, - - - -	19,148 41
DIVIDENDS.	
6 Per cent. Total, - - - -	27,000 00
Surplus not divided, - - - -	
Surplus last year, - - - -	
Total surplus, - - - -	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.	
Road and bridges, - - - -	
Buildings, - - - -	
Engines and cars, - - - -	

174 PITTSFIELD AND N. ADAMS' RAILROAD.

ROBERT CAMPBELL,
JOSIAH STICKNEY,
STEPHEN FAIRBANKS,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 30, 1851.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

PROVIDENCE AND WORCESTER RAILROAD CORPORATION.

Return of the Providence and Worc. Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - -	\$1,457,500 00
Increase of capital since last report, - - -	
Capital paid in per last report, - - -	\$1,457,500 00
Capital paid in since last report, - - -	
Total amount of capital stock paid in, - - -	\$1,457,500 00
Funded debt, per last report, - - -	424,000 00
Funded debt paid since last report, - - -	34,000 00
Funded debt, increase of, since last report, - - -	
Total present amount of funded debt, - - -	390,000 00
Floating debt, per last report, - - -	
Floating debt paid since last report, - - -	
Floating debt, increase of, since last report, - - -	
Total present amount of floating debt, - - -	10,000 00
Total present amount of funded and floating debt, - - -	400,000 00
Average rate of int't per ann. paid during the year, - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$ - - - ; February, \$ - - - ;	Nothing.
March, \$ - - - ; April, \$ - - - ; May, \$ - - - ;	
June, \$ - - - ; July, \$ - - - ; August, \$ - - - ;	
September, \$ - - - ; October, \$ - - - ; November, \$ - - - ;	
December, \$ - - - ;	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, - - -	Per last rep. 1,782,865 19
For graduation and masonry paid during the past year, - - -	Paid during
Total amount expended for graduation and masonry, - - -	the past year, 23,299 95
For wooden bridges, per last report, - - -	
For wooden bridges paid during the past year, - - -	
Total amount expended for wooden bridges, - - -	1,806,165 14
Total amount expended for iron bridges, (if any,) - - -	From which
For superstructure, including iron, per last report, - - -	deduct the
For superstructure, including iron, paid during the past year, - - -	surplus earnings transferred from
Total amount expended for superstructure, including iron, - - -	income account to the
For stations, buildings and fixtures, per last report, - - -	reduction of
For stations, buildings and fixtures, paid during the past year, - - -	this acc't of
Total amount expended for stations, buildings and fixtures, - - -	1849—
For land, land-damages and fences, per last report, - - -	56,749 49
For land, land-damages and fences, paid during the past year, - - -	1850—
Total amount expended for land, land-damages and fences, - - -	81,793 27 138,542 76
	1,667,622 38

For locomotives, per last report, - - -	\$62,245 21
For locomotives, paid during the past year, - -	
Total amount expended for locomotives, - -	\$62,245 21
For passenger and baggage cars, per last report, -	Per last report, 94,556 04 Paid during the past year, 373 00
For passenger and baggage cars, paid during the past year, - - -	
Total amount expended for passenger and baggage cars, - - -	
For merchandise cars, per last report, - - -	
For merchandise cars, paid during the past year, -	
Total amount expended for merchandise cars, - -	
For engineering, per last report, - - -	
For engineering, paid during the past year, - -	
Total amount expended for engineering, - - -	
For agencies and other expenses, per last report, -	
For agencies and other expenses, paid during the past year, - - -	
Total amount expended for agencies and other expenses, - - -	
Total cost of road and equipment, - - -	1,824,796 63

CHARACTERISTICS OF ROAD.

Length of road, - - -	43.41 miles.
Length of single main track, - - -	38.24 "
Length of double main track, - - -	5.17 "
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	7 miles.
Weight of rail per yard in main road, - - -	58 lbs.
Weight of rail per yard in branch roads, - - -	
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, -	27 ft. per mile for 4300 ft.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - -	Rise, 526 ft. ; fall, 56 ft. =
Total rise and fall in branch roads, - - -	[582 ft.
Shortest radius of curvature, with length of curve in main road, - - -	716 ft. radius for 875 ft.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - - -	2546° 30'.
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, - -	28.75 miles.
Total length of straight line in branches, - -	
Aggregate length of wooden truss bridges, - - -	3355 feet.
Aggregate length of all other wooden bridges, -	1330 feet.
Aggregate length of iron bridges, - - -	Nothing.
Whole length of road unfenced on both sides, -	None.
Number of public ways crossed at grade, - - -	42
Number of railroads crossed at grade, - - -	None.
Remarks, - - -	
Way stations for express trains, - - -	No express trains run.
Way stations for accommodation trains, - - -	17
Flag stations, - - -	2
Whole number of way stations, - - -	17
Whole number of flag stations, - - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	82,922
Miles run by freight trains, - - -	30,896

Miles run by other trains, - - - -	3,992	
Total miles run, - - - -		117,810
Number of passengers carried in the cars, - -	305,938	
Number of passengers carried one mile, - -	4,765,040	
Number of tons of merchandise carried in the cars, -	49,231	
Number of tons of merchandise carried one mile, -	1,271,179	
Number of passengers carried one mile, to and from other roads, - - - -	411,599	
Number of tons carried one mile, to and from other roads, - - - -	102,071	
Rate of speed adopted for express passenger trains, including stops, - - - -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -		
Rate of speed adopted for accommodation trains, -	30 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	20 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -		
Average rate of speed adopted for freight trains, including stops and detentions, -	10 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, -	2,487,660	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, -	5,406,800	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -		
For repairs of wooden bridges, -		
For renewals of iron, including laying down, -		
For wages of switchmen, av. per mo., \$	Total,	The duties of these men being mixed with their other duties as station laborers, their wages in these capacities cannot be determined.
For wages of gate-keepers, av. per mo., \$		
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		
Number of men employed, exclusive of those engaged in construction, -	140	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -		
Total for maintenance of way, - - - -		\$19,034 46
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -		6,194 11
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, - - - -	\$1,593 10	4,118 26
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - - -	2,525 16	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - - - -		
Total for maintenance of motive power and cars, -		
Number of engines, - - - -	8	
Number of passenger cars, - - - -	17	
Number of baggage cars, - - - -	1 and three second-class cars partially used for [this purpose.	
Number of merchandise cars, - - - -	121	
Number of gravel cars, - - - -	40 used for freight and included in merch. cars.	

MISCELLANEOUS.	
For fuel used by engines during the year, viz. :	
Wood, - - - - -	\$18,681 93
Coal, - - - - -	
For oil used by cars and engines, - - -	1,825 53
For waste and other material for cleaning, -	
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	16,456 31
For salaries, wages and incidental expenses, charge- able to freight department, - - -	15,614 90
For gratuities and damages, - - -	
For taxes and insurance, - - -	
For ferries, - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - -	13,255 00
For amount paid other companies, as rent for use of their roads, specifying each company, - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - -	
Total miscellaneous, - - -	
Total expenditures for working the road, - -	\$95,180 50
[For interest, (paid on bonds,) - - -	25,777 33
INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1. On main road, including branches owned by company, - - -	114,551 53
2. To and from other roads, specifying what, -	
<i>For freight :—</i>	
1. On main road and branches owned by company, -	83,399 49
2. To and from other connecting roads, - - -	
U. S. mails, - - -	3,099 15
Rents, - - -	1,700 93
Total income, - - -	202,751 10
Net earnings, after deducting expenses, - - -	107,570 60
DIVIDENDS.	
Surplus last year, - - -	56,749 49
[Surplus this year, - - -	81,793 27
Total surplus, - - -	138,542 76
This amount is carried to the credit of "construction."	
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ. :	
Road and bridges, - - -	
Buildings, - - -	
Engines and cars, - - -	

The following casualties occurred during the year :—

June 17, 1850.—Thomas Eli fell upon a track at Valley Falls ; a car passed over him, by which he was mortally hurt.

September 14.—John L. Roberts, a brakeman upon a freight train, was

almost instantly killed by his head striking a bridge while standing upon the cars when in motion.

November 7.—Lyman Comstock, while standing near the track, was struck by the frame of a locomotive and instantly killed.

December 5.—Ebenezer Skinner, a brakeman upon a passenger train, was so severely injured in consequence of a collision between two passenger trains, at Worcester, that he died in about ten days after.

Respectfully submitted by

ORRAY TAFT,
MOSES B. IVES,
WILLIAM FOSTER,
JAMES Y. SMITH,
JOHN BARSTOW,
SHUBAEL HUTCHINS,
G. W. HALLET,
JOHN W. LINCOLN,
HARVEY CHACE,
PAUL WHITIN,
AARON RATHBONE,

Directors of the Prov. and Worc. Railroad.

Providence, R. I., Dec. 31, 1850.

COUNTY OF PROVIDENCE, ss. In the City of Providence, this 14th day of January, A. D., 1851. Then personally appeared the above named Orray Taft, Moses B. Ives, William Foster, John Barstow, James Y. Smith, Shubael Hutchins, George W. Hallet, John W. Lincoln, Harvey Chace, Paul Whitin, and Aaron Rathbone, and severally made oath that the preceding report is true, to the best of their knowledge and belief.

NATHANIEL SEARLE, *Public Notary.*

We the subscribers, Commissioners of the Providence and Worcester Railroad Company, appointed by the Governors of the States of Rhode Island and Massachusetts, having examined the foregoing report, believe it to be correct, and approve of the same.

GEORGE W. JACKSON,
Commissioner for Rhode Island.
WILLIAM JACKSON,
Commissioner for Massachusetts.

180 PROVIDENCE AND WORC. RAILROAD.

Report of the Commissioners of the Providence and Worcester Railroad Company, to the Legislatures of Massachusetts and Rhode Island.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at company's office in Providence, on the 8th of January, 1851, for the purpose of investigating the accounts and expenditures of the said company, and for deciding what sums are applicable to that part of the road lying in Massachusetts; and, also, what part is chargeable to that portion of the road lying in the state of Rhode Island; and, having examined the accounts of said company, we find that the total expenditures for construction, to the 31st of December, 1849, inclusive, is

- \$1,782,865 19	
There has been paid and charged to construction, from the 31st of December, 1849, to the 31st December, 1850,	23,299 95

Total cost of construction, to December 31, 1850, -	\$1,806,165 14
---	----------------

From which cost there should be deducted the surplus earning of 1849, after paying a dividend to the stockholders, of \$43,725 00, of

\$56,749 49	
Deduct, also, the surplus earnings of 1850, after paying interest on the funded debt, of \$25,777 33,	81,793 27

Balance of construction account, to Dec. 31, 1850,	138,542 76
	<u>1,667,622 38</u>

There has been expended for cars and locomotives, up to the 31st December, 1849, inclusive, viz. :—

Cars, -	\$94,556 04
Locomotives, -	62,245 21

There was paid for cars, from 31st December, 1849, to 31st December, 1850, -	373 00
--	--------

	<u>\$157,174 25</u>
Total cost of road and equipment to the 31st December, 1850, inclusive,	1,824,796 63

This amount of the cost of construction, we apportion as follows, viz. :—

To Massachusetts, -	\$923,288 10
To Rhode Island, -	901,508 53
	<u>1,824,796 63</u>

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RECEIPTS.

The whole amount of receipts, from the 1st of January to the 31st of December, 1850, inclusive, were as follows :—

For transportation of passengers, - - - - -	\$114,551 53
For transportation of merchandise, - - - - -	83,399 49
For mail service, - - - - -	3,099 15
For rents, - - - - -	1,700 93
	<hr/>
	\$202,751 10

EXPENSES IN 1850.

Fuel, - - - - -	\$18,681 93
Maintenance of way, - - - - -	19,034 26
Repairs of cars, - - - - -	4,118 26
Repairs of locomotives, - - - - -	6,194 11
Miscellaneous, - - - - -	13,255 00
Freight expenses, - - - - -	15,614 90
Passenger expenses, - - - - -	16,456 31
Oil, - - - - -	1,825 53
	<hr/>
	\$95,180 50
Net earnings, - - - - -	<hr/>
	107,570 60

Which amount we apportion as follows :

For Massachusetts, - - - - -	\$53,785 30
For Rhode Island, - - - - -	53,785 30
	<hr/>
	\$107,570 60

Said commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures, in Massachusetts and Rhode Island, respectively, agreeable to the acts of said States, creating the present Providence and Worcester Railroad Company.

All which is respectfully submitted.

WILLIAM JACKSON,

Commissioner for Massachusetts.

GEORGE W. JACKSON,

Commissioner for Rhode Island.

SECOND ANNUAL REPORT

OF THE

SALEM AND LOWELL RAILROAD COMPANY.

Return of the Salem and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - -	\$400,000 00
Increase of capital since last report, - - - -	
Capital paid in per last report, - - - -	\$54,385 00
Capital paid in since last report, - - - -	188,865 00
Total amount of capital stock paid in, - - - -	243,250 00
Funded debt, per last report, - - - -	
Funded debt paid since last report, - - - -	
Funded debt, increase of, since last report, - - - -	
Total present amount of funded debt, - - - -	
Floating debt, per last report, - - - -	
Floating debt paid since last report, - - - -	
Floating debt, increase of, since last report, - - - -	
Total present amount of floating debt, - - - -	93,723 61
Total present amount of funded and floating debt, - - - -	
Average rate of interest per annum paid during the year, - - - -	7 337-1000 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$ - - - -; February, \$ - - - -; March, \$ - - - -; April, \$ - - - -; May, \$ - - - -; June, \$20,000 00; July, \$46,000 00; August, \$61,000 00; September, \$71,244 67; October, \$78,244 67; November, \$87,220 58; December, \$93,723 61.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - -	21,221 66
For graduation and masonry paid during the past year, - - - -	69,597 54
Total amount expended for graduation and masonry, - - - -	90,819 20
For wooden bridges, per last report, - - - -	
For wooden bridges paid during the past year, - - - -	
Total amount expended for wooden bridges, - - - -	2,630 00
Total amount expended for iron bridges, (if any,) - - - -	
For superstructure, including iron, per last report, - - - -	
For superstructure, including iron, paid during the past year, - - - -	
Total amount expended for superstructure, including iron, - - - -	113,896 73
For stations, buildings and fixtures, per last report, - - - -	
For stations, buildings and fixtures, paid during the past year, - - - -	
Total amount expended for stations, buildings and fixtures, - - - -	4,512 98
For land, land-damages and fences, per last report, - - - -	22,837 00

For land, land-damages and fences, paid during the past year, - - - -	\$20,177 58
Total amount expended for land, land-damages and fences, - - - -	\$43,014 58
For locomotives, per last report, - - - -	
For locomotives, paid during the past year, - - - -	
Total amount expended for locomotives, - - - -	21,115 30
For passenger and baggage cars, per last report, - - - -	
For passenger and baggage cars, paid during the past year, - - - -	
Total amount expended for passenger and baggage cars, - - - -	5,010 00
For merchandise cars, per last report, - - - -	
For merchandise cars, paid during the past year, - - - -	
Total amount expended for merchandise cars, - - - -	27,444 80
For engineering, per last report, - - - -	
For engineering paid during the past year, - - - -	
Total amount expended for engineering, - - - -	6,425 00
For agencies and other expenses, per last report, - - - -	
For agencies and other expenses, paid during the past year, - - - -	
Total amount expended for agencies and other expenses, - - - -	2,074 23
Total cost of road and equipment, - - - -	316,942 82

CHARACTERISTICS OF ROAD.

Length of road, - - - -	16.882 miles.
Length of single main track, - - - -	16.882 do
Length of double main track, - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - -	1 217-1000 miles.
Weight of rail per yard in main road, - - - -	58 lbs.
Weight of rail per yard in branch roads, - - - -	
Specify the different weights per yard, - - - -	
Maximum grade, with its length in main road, - - - -	28.53 per mile, for 3380 ft.
Maximum grade, with its length in branch roads, - - - -	
Total rise and fall in main road, - - - -	223.34 feet.
Total rise and fall in branch roads, - - - -	
Shortest radius of curvature, with length of curve in main road, - - - -	1200 feet, for 1425 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - -	
Total degrees of curvature in main road, - - - -	395
Total degrees of curvature in branch roads, - - - -	
Total length of straight line in main road, - - - -	13.368 miles.
Total length of straight line in branches, - - - -	
Aggregate length of wooden truss bridges, - - - -	121 feet.
Aggregate length of all other wooden bridges, - - - -	
Aggregate length of iron bridges, - - - -	[properly protected.
Whole length of road unfenced on both sides, - - - -	All fenced, or otherwise
Number of public ways crossed at grade, - - - -	19
Number of railroads crossed at grade, - - - -	1
Remarks, - - - -	
Way stations for express trains, - - - -	None.
Way stations for accommodation trains, - - - -	None.
Flag stations, - - - -	5
Whole number of way stations, - - - -	None.
Whole number of flag stations, - - - -	5

DOINGS FROM THE OPENING OF THE ROAD, AUGUST 5, 1850.		
Miles run by passenger trains,	- - -	14,621
Miles run by freight trains,	- - -	3,375
Miles run by other trains,	- - -	
Total miles run,	- - -	17,996
Number of passengers carried in the cars,	- - -	11,687
Number of passengers carried one mile,	- - -	187,190
Number of tons of merchandise carried in the cars,	- - -	10,384
Number of tons of merchandise carried one mile,	- - -	233,640
Number of passengers carried one mile, to and from other roads,	- - -	13,138
Number of tons carried one mile, to and from other roads,	- - -	35,583 520-1000
Rate of speed adopted for express passenger trains, including stops,	- - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	- - -	
Rate of speed adopted for accommodation trains,	- - -	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions,	- - -	25 do do
Average rate of speed actually attained by special trains, including stops and detentions,	- - -	
Average rate of speed adopted for freight trains, including stops and detentions,	- - -	14 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	- - -	} Cannot state accurately.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	- - -	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	- - -	
For repairs of wooden bridges,	- - -	
For renewals of iron, including laying down,	- - -	
For wages of switchmen, av. per mo., \$	- - -	} Total,
For wages of gate-keepers, av. per mo., \$	- - -	
For wages of signal-men, av. per mo., \$	- - -	
For wages of watchmen, av. per mo., \$	- - -	
Number of men employed, exclusive of those engaged in construction,	- - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	- - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	- - -	
Total for maintenance of way,	- - -	
MOTIVE POWER AND CARS.		
For repairs of locomotives,	- - -	
For new locomotives to cover depreciation,	- - -	
For repairs of passenger cars,	- - -	
For new passenger cars, to cover depreciation,	- - -	
For repairs of merchandise cars,	- - -	
For new merchandise cars, to cover depreciation,	- - -	
For repairs of gravel and other cars,	- - -	
Total for maintenance of motive power and cars,	- - -	
Number of engines,	- - -	3
Number of passenger cars,	- - -	2
Number of baggage cars,	- - -	1

Number of merchandise cars, - - -	113
Number of gravel cars, - - -	2
MISCELLANEOUS.	
For fuel used by engines during the year, viz.,	
Wood, - - - - -	-
Coal, - - - - -	-
For oil used by cars and engines, - - -	-
For waste and other material for cleaning, -	-
For salaries, wages and incidental expenses charge-	-
able to passenger department, - - -	-
For salaries, wages and incidental expenses charge-	-
able to freight department, - - -	-
For gratuities and damages, - - -	-
For taxes and insurance, - - -	-
For ferries, - - - - -	-
For repairs of station buildings, aqueducts, fixtures,	-
furniture, - - - - -	-
For interest, - - - - -	\$1,831 15
For amount paid other companies, in tolls for pas-	-
sengers, and freight carried on their roads, speci-	-
fying each company, - - - - -	-
For amount paid other companies, as rent for use of	{ 1,250, to Lowell and Law-
their roads, specifying each company, - - -	rence Railroad Company,
For salaries of president, treasurer, superintendent,	-
law expenses, office expenses of the above offices,	-
and all other expenses not included in any of the	-
foregoing items, - - - - -	583 64
Total miscellaneous, - - - - -	} 583 64
[Amount paid Lowell and Lawrence Railroad Com-	} \$9,470 45
pany, as per contract, for running road, - - -	
Total expenditures for working the road, [from Au-	
gust 5 to December 31, - - - - -	13,135 24
INCOME DURING THE YEAR.	
For passengers:—	
1. On main road, including branches owned by	{
company, - - - - -	5,586 67
2. To and from other roads, specifying what, -	}
For freight:—	
1. On main road and branches owned by company,	{
2. To and from other connecting roads, - - -	9,918 54
U. S. mails, - - - - -	-
Rents, - - - - -	-
Total income, - - - - -	15,505 21
Net earnings, after deducting expenses, - - -	2,369 97
DIVIDENDS.	
per cent. Total, - - - - -	-
Surplus not divided, - - - - -	-
Surplus last year, - - - - -	-
Total surplus, - - - - -	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ.:	
Road and bridges, - - - - -	-
Buildings, - - - - -	-
Engines and cars, - - - - -	-

No serious accident has occurred since the opening of the road.

S. C. PHILLIPS,
WM. LIVINGSTON,
SIDNEY SPALDING,
JACOB COGGIN,
CHARLES F. FLINT,
J. W. PEELE.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *Salem, January 27, 1851.* Then personally appeared the above named S. C. Phillips, William Livingston, Sidney Spalding, Jacob Coggin, and Charles F. Flint, and made oath that the above return, by them subscribed, was true, according to the best of their knowledge and belief. Before me, JOSEPH G. WATERS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *Salem, January 27, 1851.* Personally appeared the above named J. W. Peele, and made oath that the above return, by him subscribed, was true, according to the best of his knowledge and belief.

Before me, STEPHEN H. PHILLIPS, *Justice of the Peace.*

Copy of Contract for running the Salem and Lowell Railroad.

Whereas the Salem and Lowell Railroad Company, has been authorized by the Legislature to enter with their railroad upon the Lowell and Lawrence Railroad, in Tewksbury, and the Essex Railroad in Danvers; and to use the same, or any part thereof, and whereas the Salem and Lowell Railroad is thus legally connected, and united with the two other, afore-said railroads, this memorandum of an agreement of two parts, made and concluded this thirtieth day of June, in the year one thousand eight hundred and fifty, between the Salem and Lowell Railroad Company, of the first part, and the Lowell and Lawrence Company, of the second part, in conformity with an act of the Legislature, passed on the tenth day of April, one thousand eight hundred and thirty-eight, witnesseth,

That the party of the second part, in consideration of the covenants to be performed, and kept, by the party of the first part, as herein after set forth, doth hereby contract to do and perform, all the transportation of persons and freight, upon and over the Salem and Lowell Railroad, and further agrees to grant to the said party of the first part, the use in common, of that part of the Lowell and Lawrence Railroad, which extends from its terminus in Lowell to the junction of the two railroads in Tewks-

bury, and of all depot accommodations and privileges, in Lowell and Tewksbury, appertaining thereto, and to do and perform all the transportation of persons and freight thereon, as well as upon that part of the Essex Railroad, extending from South Danvers to Salem, upon terms and conditions, specified in the following articles, to wit:—

1st. The Salem and Lowell Railroad, and a sufficient equipment therefor, (as per schedule annexed) being now delivered to the Lowell and Lawrence Railroad Company, in good order and condition, in all respects, the said party of the second part shall keep and return the said railroad and equipment, in like order and condition as now delivered, ordinary wear and tear, alone excepted.

2d. The said party of the second part, with the equipment thus furnished by the party of the first part, shall run over the Salem and Lowell Railroad, and over the parts of the Lowell and Lawrence, and of the Essex Railroads, before described, as many passenger and freight trains as shall from time to time be required by the party of the first part, and shall provide therefor all necessary conductors, station agents, freight agents, baggage masters, enginemen, firemen, brakemen, and other hands, to the satisfaction of the party of the first part, it being understood that the party of the first part shall determine the time of running the trains, and shall establish the rate of passenger fares, and of freight, and all regulations and proceedings, in relation to the transportation of passengers and freight, shall be subject to the approbation of the party of the first part.

3d. The said party of the second part shall collect all passage money and freight money, which may become due for the transportation of passengers and freight, under the provisions of this contract, over the Salem and Lowell Railroad, and the parts of the Lowell and Lawrence, and of the Essex Railroad, before described, and shall account for the same to the party of the first part.

4th. The party of the second part shall keep an account of the number of miles run under this contract, of the Salem and Lowell Railroad, and the parts of the Lowell and Lawrence Railroad used in connection therewith, and also of the number of miles run over the Lowell and Lawrence Railroad, by the trains of the party of the second part, and shall likewise keep an account of the cost of operating and keeping in repair, both roads and their equipments, all running expenses and legal demands for damages to be included in such account, the total cost of operating and keeping in repair both roads, with their equipments, shall be divided by the total number of miles run upon both roads, and the average cost per mile, as thus ascertained, shall be the price to be paid by the party of the first part, for every mile run under this contract, for the account of the party of the first part.

5th. In addition to the amount stipulated in the foregoing articles, the party of the first part shall pay to the party of the second part the sum of three thousand dollars (\$3,000 00) per annum, for the use in common of the before described part of the Lowell and Lawrence Railroad, and of the passenger-house, freight-house, car and engine-house, turn-tables, side tracks, and all accommodations and privileges appertaining to the Lowell and Lawrence Railroad, at Lowell.

6th. There shall be a settlement of accounts between the two companies, on the thirtieth day of June, and the thirty-first day of December, in each year, and whatever balance shall be found due from one company to the other, shall be considered as payable in thirty days after such a settlement.

7th. This contract may be dissolved at any time, by mutual consent, and either party shall have the power and right to dissolve it, upon giving six months' notice, in writing, to the other party.

In witness whereof, the said Salem and Lowell Railroad Company, hath caused these presents to be signed by the President and Treasurer, and their corporate seal to be hereto affixed; and the said Lowell and Lawrence Railroad Company hath caused these presents to be signed by a committee duly authorized for that purpose, and their corporate seal to be hereto affixed, in the day and year above written.

WILLIAM LIVINGSTON,
SIDNEY SPALDING,

Committee of Lowell and Lawrence Railroad Company, duly authorized.

Executed and delivered, in presence of

JAMES A. GILLIS.

[Seal.]

[Seal.]

S. C. PHILLIPS,

President of the Salem and Lowell Railroad Company.

Countersigned,

JOHN CLARK,

Treasurer of the Salem and Lowell Railroad.

Witness to J. C.'s signature,

N. B. PERKINS.

A true copy, attest,

ALANSON NICHOLS.

SECOND ANNUAL REPORT
OF THE

SAUGUS BRANCH RAILROAD COMPANY.

*To the Senate and House of Representatives of the Commonwealth of
Massachusetts :—*

The Directors of the Saugus Branch Railroad Company hereby submit their second annual report of their acts and doings under their charter.

At the last session of the Legislature an additional act was obtained, changing the location of some portions of the road. During the past fall, a final survey has been made, and the location filed, as required by law, in the several counties of Suffolk, Middlesex, and Essex. The directors are at present engaged in settling the land-damages upon the route, and have already obtained bonds for a considerable portion of the whole distance. They find that the road can be built and equipped at a very moderate cost, and responsible parties stand ready to commence the work as soon as the directors deem it expedient. Should the subscription to the capital stock be sufficiently increased, the directors intend to commence the work of construction in the ensuing spring. No assessments have yet been laid on the capital stock already subscribed, all expenses having been paid by individual subscriptions.

All which is respectfully submitted.

JOSHUA WEBSTER,
JAMES EATON, "
DANIEL P. WISE, "
GEORGE PEARSON, JR.
EDWARD APPLETON.

SUFFOLK, ss. *January 3, 1851.* Then personally appeared the above named Joshua Webster, James Eaton, Daniel P. Wise, George Pearson, and Edward Appleton, and made oath that the above report is just and true, according to their best knowledge and belief. Before me,

T. FARRAR, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
SOUTHBRIDGE AND BLACKSTONE RAILROAD
COMPANY.

Since the last report of the corporation the company has been fully organized, and the locating surveys have been partly made, but no location has been filed as yet. The operations of the directors have been delayed in consequence of the financial embarrassments of the Norfolk County Railroad Company. It was originally intended that the Southbridge and Blackstone road should be connected with, and become a part of, the extension of the Norfolk County Railroad, but such have been the embarrassments of the latter company that no definite arrangements for that purpose have yet been made. A further time for the location and construction of our road will be asked of the present Legislature.

H. N. SLATER, *President.*
E. D. AMMIDOWN,
W. FARNUM,
J. C. HURD,
R. O. STORRS.

Boston, January 24, 1851.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 24, 1851.* Then appeared the within-named Storrs, Slater, Ammidown, Farnum, and Hurd, and severally swore that the within report, by them subscribed, was true. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

SOUTH READING BRANCH RAILROAD COMPANY.

Return of the S. Reading Branch Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - -		\$200,000 00
Increase of capital since last report, - - -		
Capital paid in per last report, - - -		
Capital paid in since last report, - - -	\$160,206 86	
Total amount of capital stock paid in, - - -		160,206 86
Funded debt, per last report, - - -		
Funded debt paid since last report, - - -		
Funded debt, increase of, since last report, - - -		
Total present amount of funded debt, - - -		
Floating debt, per last report, - - -		
Floating debt paid since last report, - - -		
Floating debt, increase of, since last report, - - -		
Total present amount of floating debt, - - -		59,090 98
Total present amount of funded and floating debt, - - -		
Average rate of interest per annum paid during the year, - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz. : January, \$ - - - ; February, \$ - - - ;		
March, \$ - - - ; April, \$ - - - ; May, \$ - - - ;		
June, \$ - - - ; July, \$ - - - ; August, \$ - - - ;		
September, \$ - - - ; October, \$57,788 99 ; No-		
vember, \$59,090 98 ; December, \$ - - -		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -		
For graduation and masonry paid during the past year, - - -	79,716 79	
Total amount expended for graduation and masonry, - - -		79,716 79
For wooden bridges, per last report, - - -		
For wooden bridges paid during the past year, - - -	579 56	
Total amount expended for wooden bridges, - - -		579 56
Total amount expended for iron bridges, (if any,) - - -		
For superstructure, including iron, per last report, - - -		
For superstructure, including iron, paid during the past year, - - -	41,333 21	
Total amount expended for superstructure, including iron, - - -		41,333 21
For stations, buildings and fixtures, per last report, - - -		
For stations, buildings and fixtures, paid during the past year, - - -	7,375 90	
Total amount expended for stations, buildings and fixtures, - - -		7,375 90
For land, land-damages and fences, per last report, - - -		
For land, land-damages and fences, paid during the past year, - - -	27,395 57	

Total amount expended for land, land-damages and fences, - - -		\$27,395 57
For locomotives, per last report, - - -		
For locomotives, paid during the past year, - - -	\$26,560 08	
Total amount expended for locomotives, - - -		26,560 08
For passenger and baggage cars, per last report, - - -		
For passenger and baggage cars, paid during the past year, - - -	11,130 48	
Total amount expended for passenger and baggage cars, - - -		11,130 48
For merchandise cars, per last report, - - -		
For merchandise cars, paid during the past year, - - -	28,082 22	
Total amount expended for merchandise cars, - - -		28,082 22
For engineering, per last report, - - -		
For engineering, paid during the past year, - - -	6,683 97	
Total amount expended for engineering, - - -		6,683 97
For agencies and other expenses, per last report, - - -		
For agencies and other expenses, paid during the past year, [including part of the salaries,] - - -	2,743 55	
Total amount expended for agencies and other expenses, [including part of the salaries,] - - -		2,743 55
Total cost of road and equipment, - - -		231,601 33

CHARACTERISTICS OF ROAD.

Length of road, - - -	8.15 miles.
Length of single main track, - - -	8.15 " "
Length of double main track, - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - -	1150 feet—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	1.41 miles.
Weight of rail per yard in main road, - - -	60 lbs.
Weight of rail per yard in branch roads, - - -	60 lbs.
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, - - -	52.8 feet per mile—2200 ft.
Maximum grade, with its length in branch roads, - - -	40 " " " 900 ft.
Total rise and fall in main road, - - -	155.7 feet rise—81.9 ft. fall.
Total rise and fall in branch roads, - - -	5 feet fall.
Shortest radius of curvature, with length of curve in main road, - - -	350 ft. rad.—100 ft. length.
Shortest radius of curvature, with length of curve in branch roads, - - -	425 ft. rad.—290 ft. length.
Total degrees of curvature in main road, - - -	232° 15'.
Total degrees of curvature in branch roads, - - -	89° 41'.
Total length of straight line in main road, - - -	6.85 miles.
Total length of straight line in branches, - - -	578 feet.
Aggregate length of wooden truss bridges, - - -	
Aggregate length of all other wooden bridges, - - -	326 feet.
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	
Number of public ways crossed at grade, - - -	12
Number of railroads crossed at grade, - - -	
Remarks, - - -	
Way stations for express trains, - - -	3
Way stations for accommodation trains, - - -	3
Flag stations, - - -	
Whole number of way stations, - - -	3
Whole number of flag stations, - - -	

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DOINGS DURING THE THREE MONTHS ENDING NOVEMBER 30, 1850.

Miles run by passenger trains, - - -	7,868	
Miles run by freight trains, - - -	1,556	
Miles run by other trains, - - -	1,230	
Total miles run, - - -		10,654
Number of passengers carried in the cars, - -	36,624	
Number of passengers carried one mile, - -	273,100	
Number of tons of merchandise carried in the cars, -	4,729	
Number of tons of merchandise carried one mile, -	31,916	
Number of passengers carried one mile, to and from other roads, - - -	264,365	
Number of tons carried one mile, to and from other roads, - - -	27,667	
Rate of speed adopted for express passenger trains, including stops, - - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, -		
Rate of speed adopted for accommodation trains, -	30 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	27 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - -	15 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - -	15 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	94,416	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	24,667	

EXPENDITURES FOR WORKING THE ROAD,

[For three months ending Nov. 30, 1850, since it was opened.]

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$1,021 61	
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - -		
For wages of switchmen, av. per mo., \$25 00	Total,	207 60
For wages of gate-keepers, av. per mo., \$25 00		
For wages of signal men, av. per mo., \$25 00		
For wages of watchmen, av. per mo., \$25 00		
Number of men employed, exclusive of those engaged in construction, - - -	36	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	7 96	
Total for maintenance of way, - - -		\$1,237 17

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	234 89	
For new locomotives, to cover depreciation, - -		
For repairs of passenger cars, - - -	123 53	
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - -	144 90	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - - -	1 31	
Total for maintenance of motive power and cars, -		504 63
Number of engines, - - -	4	
Number of passenger cars, - - -	5	

Number of baggage cars, - - - -		
Number of merchandise cars, - - - -	90 of four wheels.	
Number of gravel cars, - - - -	12	
MISCELLANEOUS.		
For fuel used by engines during the three months, viz.:		
Wood, [\$1816 61,] - - - -	\$1,816 61	
Coal, - - - -		
For oil used by cars and engines, - - - -	293 80	
For waste and other material for cleaning, - - - -	54 76	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	974 65	
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	726 88	
For gratuities and damages, - - - -		
For taxes and insurance, - - - -	11 90	
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	14 25	
For interest, [none, except that charged to construction account,] - - - -		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	570 04	
Total miscellaneous, - - - -		\$4,462 89.
Total expenditures for working the road, - - - -		6,204 69
INCOME DURING THE THREE MONTHS.		
<i>For passengers:—</i>		
1. On main road, including branches owned by company, - - - -	7,685 27	
2. To and from other roads, specifying what, [Boston and Maine, and Essex Railroads,] - - - -	7,397 77	
<i>For freight:—</i>		
1. On main road and branches owned by company, - - - -	1,384 85	
2. To and from other connecting roads, - - - -	1,234 82	
U. S. mails, - - - -		
Rents, - - - -	53 75	
Total income, - - - -		9,123 87
Net earnings, after deducting expenses, - - - -	2,919 18	
DIVIDENDS.		
Per cent. Total, - - - -		
Surplus not divided, - - - -		
Surplus last year, - - - -		
Total surplus, - - - -		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges, - - - -		
Buildings, - - - -		
Engines and cars, - - - -		

FIFTH ANNUAL REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY.

Return of the South Shore Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$600,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$153,560 00	
Capital paid in since last report, - - - - -	101,420 00	
Total amount of capital stock paid in, - - - - -		255,000 00
Funded debt, per last report, - - - - -	6,500 00	
Funded debt, paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -	127,400 00	
Total present amount of funded debt, - - - - -		133,900 00
Floating debt, per last report, - - - - -	213,579 50	
Floating debt, paid since last report, - - - - -	192,049 64	
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		21,529 86
Total present amount of funded and floating debt, - - - - -		155,429 86
Average rate of interest per annum paid during the year, - - - - -	7 1/2	
Maximum amount of debt for each month during the year, viz.: January, \$216,945 36; February, \$222,045 36; March, \$191,845 41; April, \$192,683 36; May, \$194,687 80; June, \$203,979 31; July, \$206,633 41; August, \$210,486 41; September, \$211,186 41; October, \$213,914 82; November, \$30,366 82; December, \$21,529 86.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	115,334 29	
For graduation and masonry paid during the past year, - - - - -	9,423 66	
Total amount expended for graduation and masonry, - - - - -		124,757 95
For wooden bridges, per last report, - - - - -	12,657 86	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		12,657 86
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	81,895 61	
For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		81,895 61
For stations, buildings and fixtures, per last report, - - - - -	26,129 40	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fixtures, - - - - -		26,129 40
For land, land-damages and fences, per last report, - - - - -	63,436 06	

For land, land-damages and fences, paid during the past year, - - -	\$19,123 47	
Total amount expended for land, land-damages and fences, - - -		\$82,559 53
For locomotives, per last report, - - -		
For locomotives, paid during the past year, - - -		
Total amount expended for locomotives, - - -		
For passenger and baggage cars, per last report, - - -		
For passenger and baggage cars, paid during the past year, - - -		
Total amount expended for passenger and baggage cars, - - -		
For merchandise cars, per last report, - - -		
For merchandise cars, paid during the past year, - - -		
Total amount expended for merchandise cars, - - -		
For engineering, per last report, - - -	\$12,928 52	
For engineering, paid during the past year, - - -	224 29	
Total amount expended for engineering, - - -		13,152 81
For agencies and other expenses, per last report, - - -	61,234 42	
For agencies and other expenses, paid during the past year, - - -	18,046 45	
Total amount expended for agencies and other expenses, - - -		79,280 87
Total cost of road and equipment, - - -		\$420,434 03

CHARACTERISTICS OF ROAD.

Length of road, - - -	11.5 miles.
Length of single main track, - - -	11.5 do
Length of double main track, - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	
Weight of rail per yard in main road, - - -	52 lbs.
Weight of rail per yard in branch roads, - - -	
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, - - -	34 85-100 ft. for 3½ miles.
Maximum grade, with its length in branch roads, - - -	
Total rise and fall in main road, - - -	259 4-10 feet.
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in main road, - - -	477½ ft. for 697 ft. at junction with O. C. R. R.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - - -	704° 42'.
Total degrees of curvature in branch roads, - - -	
Total length of straight line in main road, - - -	7 8-10 miles.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	
Aggregate length of all other wooden bridges, - - -	
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	
Number of public ways crossed at grade, - - -	
Number of railroads crossed at grade, - - -	
Remarks, - - -	
Way stations for express trains, - - -	
Way stations for accommodation trains, - - -	
Flag stations, - - -	

Whole number of way stations,	-	-	-
Whole number of flag stations,	-	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-
For repairs of wooden bridges,	-	-
For renewals of iron, including laying down,	-	-
For wages of switchmen, av. per mo. \$	-	} Total.
For wages of gate-keepers, av. per mo. \$	-	
For wages of signal-men, av. per mo. \$	-	
For wages of watchmen, av. per mo. \$	-	
Number of men employed, exclusive of those engaged in construction,	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,	-	-

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	-	-
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	-	-
For new merchandise cars, to cover depreciation,	-	-
For repairs of gravel and other cars,	-	-
Total for maintenance of motive power and cars,	-	-
Number of engines,	-	-

Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-
Wood,	-	-	-
Coal,	-	-	-
For oil used by cars and engines,	-	-	-
For waste and other material for cleaning,	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-
able to passenger department,	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-
able to freight department,	-	-	-
For gratuities and damages,	-	-	-
For taxes and insurance,	-	-	-
For ferries,	-	-	-
For repairs of station buildings, aqueducts, fixtures,	-	-	-
furniture,	-	-	-
For interest,	-	-	-
For amount paid other companies, in tolls for pas-	-	-	-
sengers, and freight carried on their roads, speci-	-	-	-
fying each company,	-	-	-
For amount paid other companies as rent for use of	-	-	-
their roads, specifying each company,	-	-	-
For salaries of president, treasurer, superintendent,	-	-	-
law expenses, office expenses of the above offices,	-	-	-
and all other expenses not included in any of the	-	-	-
foregoing items,	-	-	-
Total miscellaneous,	-	-	-
Total expenditures for working the road,	-	-	-

INCOME DURING THE YEAR.*For passengers:—*

1. On main road, including branches owned by company, -
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company, -
2. To and from other connecting roads, -

U. S. Mails,	-	-	-
Rents,	-	-	-
Total income,	-	-	-
Net earnings, after deducting expenses,	-	-	-

DIVIDENDS.

Per cent. Total,	-	-	-
Surplus not divided,	-	-	-
Surplus last year,	-	-	-
Total surplus,	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEW-**ALS, VIZ.**

Road and bridges,	-	-	-
Buildings,	-	-	-
Engines and cars,	-	-	-

NOTE. This branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment, in January, 1849; it was then furnished and equipped by that corporation, and has since been run by it, the lease taking effect on the 1st of April, 1849, therefore some of the information, called for above, cannot be furnished by us; but it will, doubtless, be furnished by the report from that corporation. The terms of the lease are set forth, in full, in the Annual Reports of Railroad Corporations, to Senate, for 1847, page 123.

ALFRED C. HERSEY,
ELLIOT L. WHITE,
JOHN W. LOUD,
WM. HUMPHREY,
LABAN SOUTHER,

Directors of the South Shore Railroad.

Boston, January, 1851.

COMMONWEALTH OF MASSACHUSETTS,

SUFFOLK, ss. *January 31, 1851.*

Subscribed, and sworn to, before me,

ROBERT MORRIS, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

STOCKBRIDGE AND PITTSFIELD RAILROAD CORPORATION.

Return of the Stockbridge and Pittsfield Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$448,700 00
Increase of capital since last report, - - - - -	None.
Capital paid in per last report, - - - - -	
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	\$448,700 00
Funded debt, per last report, - - - - -	None.
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	None.
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	None.
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	This road has been leased to the Housatonic Railroad Company. See copy of lease and contract of transportation, hereto annexed as part of this report.
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - -; February, \$ - - - - -; March, \$ - - - - -; April, \$ - - - - -; May, \$ - - - - -; June, \$ - - - - -; July, \$ - - - - -; August, \$ - - - - -; September, \$ - - - - -; October, \$ - - - - -; November, \$ - - - - -; December, \$ - - - - -	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	
For graduation and masonry paid during the past year, - - - - -	154,263 00
Total amount expended for graduation and masonry, - - - - -	
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	8,489 00
Total amount expended for wooden bridges, - - - - -	
Total amount expended for iron bridges, (if any,) - - - - -	None.
For superstructure, including iron, per last report, - - - - -	
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	163,413 00
For stations, buildings and fixtures, per last report, - - - - -	
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	30,700 00

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For land, land-damages and fences, per last report,	
For land, land-damages and fences, paid during the past year,	\$70,000 00
Total amount expended for land, land-damages and fences,	
For locomotives, per last report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last report,	
For passenger and baggage cars, paid during the past year,	4,100 00
Total am't expended for passenger and baggage cars,	
For merchandise cars, per last report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	8,000 00
For agencies and other expenses, per last report,	
For agencies and other expenses, paid during the past year,	
Total amount expended for agencies and other expenses,	9,735 00
Total cost of road and equipment,	\$448,700 00

CHARACTERISTICS OF ROAD.

Length of road,	21 93-100 miles.
Length of single main track,	Same.
Length of double main track,	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	
Weight of rail per yard in main road,	Part 56 lbs. and part 60 lbs.
Weight of rail per yard in branch roads,	
Specify the different weights per yard,	
Maximum grade, with its length in main road,	40 feet—92-100 mile.
Maximum grade, with its length in branch roads,	
Total rise and fall in main road,	362 feet rise and 98 ft. fall.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	515 ft.—858 ft. in length.
Shortest radius of curvature, with length of curve in branch roads,	
Total degrees of curvature in main road,	2011 deg.
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	11 46-100 miles.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	94.02
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	About five miles.
Number of public ways crossed at grade,	21
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag stations,	
Whole number of way stations,	8
Whole number of flag stations,	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

22 miles per hour.

11 miles per hour.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, av. per mo., \$	-	-	-
For wages of gate-keepers, av. per mo., \$	-	-	-
For wages of signal men, av. per mo., \$	-	-	-
For wages of watchmen, av. per mo., \$	-	-	-
Number of men employed exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

See contract annexed.

Total,

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives, to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

See contract annexed.

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MISCELLANEOUS.	
For fuel used by engines during the year, viz.,	- See contract annexed.
Wood, -	-
Coal, -	-
For oil used by cars and engines, -	-
For waste and other material for cleaning, -	-
For salaries, wages and incidental expenses, charge-	-
able to passenger department, -	-
For salaries, wages and incidental expenses, charge-	-
able to freight department, -	-
For gratuities and damages, -	-
For taxes and insurance, -	-
For ferries, -	-
For repairs of station buildings, aqueducts, fixtures,	-
furniture, -	-
For interest, -	-
For amount paid other companies, in tolls for pas-	-
sengers, and freight carried on their roads, speci-	-
fying each company, -	-
For amount paid other companies as rent for use of	-
their roads, specifying each company, -	-
For salaries of president, treasurer, superintendent,	-
law expenses, office expenses of the above offices,	-
and all other expenses not included in any of the	-
foregoing items, -	-
Total miscellaneous, -	-
Total expenditures for working the road, -	-
INCOME DURING THE YEAR.	
<i>For passengers :-</i>	
1. On main road, including branches owned by	-
company, -	-
2. To and from other roads, specifying what, -	-
<i>For freight :-</i>	
1. On main road and branches owned by company, -	-
2. To and from other connecting roads, -	-
U. S. mails, -	-
Rents, -	-
Total income, -	\$31,409 00
Net earnings, after deducting expenses, -	-
DIVIDENDS.	
7 per cent. Total, -	31,409 00
Surplus not divided, -	-
Surplus last year, -	-
Total surplus, -	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ.	
Road and bridges, -	-
Buildings, -	-
Engines and cars, -	-

As this road is operated by the Housatonic Railroad Company, under the lease and contract annexed, that company making all repairs and renewals, and keeping all accounts in relation to the same, and to the running of the road, the directors are unable to make a more definite return.

SAMUEL A. HULBUT,
HARRISON GARFIELD,
D. R. WILLIAMS,
GEO. W. PLATNER,

Directors of the Stockbridge and Pittsfield R. R. Co.

SUFFOLK, SS. *January 30, 1851.* Then personally appeared Harrison Garfield, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief. Before me,

C. W. LOVETT, *Justice of the Peace.*

BERKSHIRE, SS. *Lee, January 27, 1851.* Then personally appeared Samuel A. Hulbut and George W. Platner, and made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief. Before me,

WILLIAM PORTER, *Justice of the Peace.*

BERKSHIRE, SS. *Stockbridge, January 23, 1851.* Then personally appeared Daniel R. Williams, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief.

Before me,

J. Z. GOODRICH, *Justice of the Peace.*

Article of Indenture and Contract of Transportation, made this twenty-fifth day of January, in the year one thousand eight hundred and fifty, by and between the Stockbridge and Pittsfield Railroad Corporation, a corporation established in Massachusetts, of the first part, and the Housatonic Railroad Corporation, a corporation established in Connecticut, of the second part,—witnesseth,

That whereas the said Stockbridge and Pittsfield Railroad has been constructed under their charter, from a point in the line of the Western Railroad, near the village of Pittsfield, through the towns of Lenox, Lee, and Stockbridge, to a point in a line of the Berkshire Railroad, in the town of Great Barrington; and whereas the said Housatonic Railroad now control, operate and manage the said Berkshire Railroad, under a contract of transportation, entered into with said Berkshire Railroad, and it is for the interest of said Housatonic Railroad to operate and use the said Stockbridge and Pittsfield Railroad, in connection with their own, so as to make a continuous line of railroad communication, from Pittsfield to Bridgeport; and whereas the said Stockbridge and Pittsfield Railroad is

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now completed, at a cost of four hundred thirty-eight thousand six hundred dollars, to the acceptance and satisfaction of said Housatonic Railroad Company, and since the first day of January, 1850, has been operated and used by said Housatonic Railroad Company. Now in order to enable said Housatonic Company to use and operate said Stockbridge and Pittsfield Railroad, for all purposes necessary for the transportation of persons and freight, upon and over said railroad, and so that the said Stockbridge and Pittsfield Railroad, and the road of said Housatonic Company, may be operated together as one road, the said Stockbridge and Pittsfield Railroad Company, hereby grant, lease and demise, to said Housatonic Railroad Company, the said Stockbridge and Pittsfield Railroad, subject, however, to all such restrictions and liabilities, as are or may be imposed upon the said Stockbridge and Pittsfield Railroad Company, by the Legislature of Massachusetts, or by the legal authorities of the State of Massachusetts, and subject, also, to such other terms and conditions as are herein recited; and the said Housatonic Railroad Company shall and may possess, use and operate said Stockbridge and Pittsfield Railroad, together with all the lands, property, buildings, rights, privileges, and franchises, thereto appertaining and belonging, or that hereafter may appertain or belong to said road, as fully and completely as the said party of the first part might or could do under its charter, to have and to hold the said railroad, and all and singular the premises, unto the said party of the second part, perpetually, from the first day of January, 1850, for and during the full term of the continuance of the charter of the said party of the first part, and any renewals or extensions of the same, and as fully and freely, to all intents and purposes, as the said party of the first part might or could have, enjoy, use or operate the same, under its charter. And furthermore, the said party of the first part shall, during the continuance of this lease, do all things in its power to maintain the organization of said Stockbridge and Pittsfield Railroad Company, choose all needful officers, keep all proper records, make all needful reports, hold all necessary meetings, pass such votes, and do all such acts as may be necessary and proper, in order to enable said party of said second part, to carry into full effect the objects and intentions of this indenture, and, on reasonable demand, give such other assurances as may be necessary therefor.

And the said party of the second part, hereby covenant with said party of the first part, that during the term in which the provisions of this indenture shall be in force, it will keep and maintain said Stockbridge and Pittsfield Railroad, and all the premises therewith connected, or thereto appertaining and belonging, in good repair; and will conform to and comply with all the regulations and restrictions, that may hereafter be im-

posed on said party of the first part, by the Legislature, or other legal authority of the State of Massachusetts, in operating said Stockbridge and Pittsfield Railroad.

And said party of the second part, further covenant and agree, that said party of the second part shall be liable for and pay to the said party of the first part, all damages, losses, costs and trouble, that may, in any way happen unto said party of the first part, by means of any accidents, defaults, negligence, or wilful acts or omissions of the said Housatonic Railroad Company, during the continuance of said lease, and will hold the said party of the first part harmless, and indemnified from all claims that may be legally made on said party of the first part, for damages occasioned by any accident on said Stockbridge and Pittsfield Railroad, while in the possession of said party of the second part.

And said party of the second part shall annually make all such returns and specifications to the directors of the Stockbridge and Pittsfield Railroad Company, as said directors may require, in order to enable them to make all proper reports to the Legislature of Massachusetts. And furthermore, said party of the second part covenant with said party of the first part to pay to said party of the first part, as a rent or compensation for the premises under this contract, the sum of seven per cent. per annum, on the cost of said Stockbridge and Pittsfield Railroad; that is to say, the sum of thirty thousand seven hundred and two dollars, annually, from the first of January last past, and to pay said rent semi-annually, to the treasurer of the Stockbridge and Pittsfield Railroad Company, or to each individual stockholder of the Stockbridge and Pittsfield Railroad Corporation, the proportionate share of the above rent coming to such stockholders as may hereafter be determined, on being furnished a list of stockholders in said Stockbridge and Pittsfield Railroad, one half of said rent or compensation to be paid on the first day of January, and one half on the first day of July, in each and every year, during the continuation of this lease, or contract of transportation; and on failure of said party of the second part to pay said rent or compensation, for the space of ten days after it shall have become due, and has been demanded, or in failure to maintain said Stockbridge and Pittsfield Railroad in good repair, and the premises and buildings appurtenant, in good order and condition, after reasonable notice of any disrepair or defect in said road, or of the premises or property therewith connected; or, on failure, after due and reasonable notice to pay to said party of the first part, all damages that may happen on said road as aforesaid, then this indenture, if the party of the first part shall so elect, shall be terminated, and said party of the first part shall have the right to reënter and possess itself of all and singular the premises above mentioned, and said party of the

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second part shall be liable to said party of the first part, for all damage occasioned by the breach of this contract.

And said party of the second part is hereby authorized to use the name of the party of the first part, without expense to the party of the first part, in prosecuting or defending suits at law, or in equity, relating to the premises.

And said party of the second part, also agrees, whenever it can legally be done, upon the request of said party of the first part, the treasurer of said Housatonic Railroad, for the time being, shall act as the transfer agent, and shall take charge of the stock books of said Stockbridge and Pittsfield Railroad, to be paid for his services by the party of the second part; and the party of the second part shall then endorse upon the certificates of stock that may have been issued by said party of the first part, not exceeding the cost of said road above mentioned, an agreement, or guarantee, on their part, to pay to the several stockholders seven per cent. per annum, payable semi-annually, on the amount of said stock, such payment to be made at the office of the treasurer of said Housatonic Railroad. And it is further agreed, that if, at any time hereafter, said party of the second part shall desire an issue of the stock of the Stockbridge and Pittsfield Railroad Corporation, for the purpose of furnishing an equipment of engines and cars, to be used by the party of the second part, upon the road herein leased, and upon the road of the party of the second part, said party of the first part shall issue its stock for that purpose, to an amount not exceeding, in addition to the present stock of said Stockbridge and Pittsfield Railroad, the whole amount of the capital stock of said Stockbridge and Pittsfield Railroad, and deliver the same to the said party of the second part, who shall invest the same at par, in the purchase of cars and engines, in the name of said party of the first part, which cars and engines shall then be leased, perpetually subject to the above conditions, to the said party of the second part, to be used upon both said roads, and to be kept in good repair, at all times, by said party of the second part, who hereby covenant to replace them, as they become unserviceable, with new ones of the same value, so that the stock of cars and engines they purchase, shall at all times be kept good, and of value equal to that when first purchased; said party of the second part paying to said party of the first part, in the manner above specified, the additional rent of seven per cent. per annum, on all the stock so as aforesaid issued by said Stockbridge and Pittsfield Railroad, for the purchase of said engines and cars.

And it is further stipulated and agreed, that if, at any time hereafter, any alteration or additional construction of said Stockbridge and Pittsfield Railroad Corporation should be required by the Legislature, or other legal

authority of Massachusetts, to secure the safety of the public at road crossings, or elsewhere ; or if, at any time hereafter, the said Housatonic Railroad should desire to improve the construction of said Stockbridge and Pittsfield Railroad, the said Stockbridge and Pittsfield Railroad Company shall issue their stock for the amount of the expense of said alteration, or additional construction, upon which, when issued, the Housatonic Railroad agree to pay a further additional rent of seven per cent. per annum, in the manner above specified, on the stock so issued.

In witness whereof, this instrument, and one other of even tenor and date is executed, in behalf of the Stockbridge and Pittsfield Railroad Corporation, by Samuel A. Hulbut, president of said corporation, thereto duly authorized, by a vote of the directors of said corporation ; and in behalf of said Housatonic Corporation, by Wm. P. Burrall, president, duly authorized by a vote of the directors of the said corporation, and the respective seals of said Railroad Corporations are hereto affixed.

SAMUEL A. HULBUT, [L. s.]
President S. and P. R. R.

Housatonic Railroad Company, by

WM. P. BURRALL, *President.* [L. s.]

Witnesses present,

J. B. CALHOON,

E. S. ABERNETHY.

STATE OF CONNECTICUT.

FAIRFIELD COUNTY, ss. *Bridgeport, January 26, 1850.* Personally appeared the above named Samuel A. Hulbut, president of the Stockbridge and Pittsfield Railroad Corporation, and William P. Burrall, president of the Housatonic Railroad Company, and severally acknowledged the foregoing instrument to be the free act and deed of said corporations, respectively. Before me,

ELISHA S. ABERNETHY, *Justice of the Peace.*

Whereas, under a contract of transportation, entered into between the Stockbridge and Pittsfield Railroad Corporation and the Housatonic Railroad Corporation, signed and executed on the twenty-fifth day of January, 1850, by which the said Housatonic Railroad Company contracts to operate the said Stockbridge and Pittsfield Railroad, and pay for the use of said road the sum of seven per cent. per annum on the cost of said road ; and it is provided in said contract that said Stockbridge and Pittsfield Railroad Company, shall, at the request of said Housatonic Railroad Com-

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pany, issue its stock, for the purpose of furnishing an equipment of engines and cars, to be used upon both said railroads; said stock to be issued according to the stipulations contained in said contract, reference being hereby had to the stipulations in said contract.

And whereas, two passenger cars have been purchased, under said agreement, as a part of the equipment of said Stockbridge and Pittsfield Railroad, at a cost of forty-one hundred dollars, for which sum the said Stockbridge and Pittsfield Railroad Corporation have issued their stock to said Housatonic Railroad Corporation.

Now, the said Stockbridge and Pittsfield Railroad Corporation leases said cars to the Housatonic Railroad Corporation, upon the terms and conditions named in said contract of transportation. And said Housatonic Railroad Corporation agree to pay for the use of said cars a rent of seven per cent. per annum on the cost of said cars, in addition to the rent stipulated to be paid in said contract of transportation, and in the manner therein stipulated. And whereas, furthermore, it has been found that additional facilities for procuring water on the line of said Stockbridge and Pittsfield Railroad, and an additional turn-out track have been necessary; and said Stockbridge and Pittsfield Railroad Company have, at the request of said Housatonic Company, paid to procure such additional facilities and additional track, the sum of six thousand dollars, in addition to the cost of said road, as named in said contract of transportation, and have issued their stock therefor.

It is further agreed by said Housatonic Railroad Company, that they will pay as rent for the use of said Stockbridge and Pittsfield Railroad, in addition to the rent above named, and the rent named in said contract of transportation, and in the manner stipulated in said contract of transportation, a rent of seven per cent. per annum, on the said sum of six thousand dollars.

In witness whereof, this instrument, and one other of even tenor and date, is executed in behalf of the Stockbridge and Pittsfield Railroad Corporation, by Samuel A. Hulbut, president of said corporation, thereto duly authorized, by a vote of the directors of said corporation; and in behalf of said Housatonic Corporation, by Wm. P. Burrall, president, duly authorized by a vote of the directors of said corporation, and the respective seals of said Railroad Corporation are hereunto affixed, this 25th day of January, 1850.

SAMUEL A. HULBUT, [L. s.]

President S. and P. R. R.

Housatonic Railroad Company, by

WM. P. BURRALL, *President.* [L. s.]

A true copy,—attest,

J. Z. GOODRICH, *Clerk S. and P. R. R. Co.*

FOURTH ANNUAL REPORT

OF THE

STONY BROOK RAILROAD CORPORATION.

*Return of the Stony Brook Railroad, under the Act of May 1, 1849, ch. 191.
From November 1, 1849, to November 1, 1850.*

Capital stock, [by charter, \$300,000; by vote, \$275,000; stock issued,	-	-	\$266,900 00
Increase of capital since last report,	-	Nothing.	
Capital paid in per last report,	-	\$241,828 00	
Capital paid in since last report,	-	25,072 00	
Total amount of capital stock paid in,	-		266,900 00
Funded debt, per last report,	-	None.	
Funded debt paid since last report,	-	None.	
Funded debt, increase of, since last report,	-	None.	
Total present amount of funded debt,	-	None.	
Floating debt, per last report,	-	20,854 63	
Floating debt paid since last report,	-	20,854 63	
Floating debt, increase of, since last report,	-	None.	
Total present amount of floating debt,	-	None.	
Total present amount of funded and floating debt,	-	None.	
Average rate of interest per annum paid during the year,	-	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$17,441 63; February, \$16,641 63; March, \$12,891 63; April, \$2,750; May, \$1,000; June, nothing; July, nothing; August, nothing; September, nothing; October, nothing; November, nothing; December, nothing.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	82,137 30	
For graduation and masonry paid during the past year,	-	746 42	
Total amount expended for graduation and masonry,	-		82,883 72
For wooden bridges, per last report,	-	3,600 03	
For wooden bridges paid during the past year,	-	Nothing.	
Total amount expended for wooden bridges,	-		3,600 03
Total amount expended for iron bridges, (if any),	-	Nothing.	
For superstructure, including iron, per last report,	-	118,205 54	
For superstructure, including iron, paid during the past year,	-	404 01	
Total amount expended for superstructure, including iron, [\$412 50 received for materials sold,]	-		118,197 05
For stations, buildings and fixtures, per last report,	-	11,426 06	
For stations, buildings and fixtures, paid during the past year,	-	28 45	
Total amount expended for stations, buildings and fixtures,	-		11,454 51
For land, land-damages and fences, per last report,	-	24,334 70	
For land, land-damages and fences, paid during the past year,	-	1,008 56	

Total amount expended for land, land-damages and fences, - - - - -		\$25,343 26
For locomotives, per last report, - - - - -	Nothing.	
For locomotives, paid during the past year, - - - - -	Nothing.	
Total amount expended for locomotives, - - - - -		Nothing.
For passenger and baggage cars, per last report, - - - - -	Nothing.	
For passenger and baggage cars, paid during the past year, - - - - -	Nothing.	
Total amount expended for passenger and baggage cars, - - - - -		Nothing.
For merchandise cars, per last report, - - - - -	Nothing.	
For merchandise cars, paid during the past year, - - - - -	Nothing.	
Total amount expended for merchandise cars, - - - - -		Nothing.
For engineering, per last report, - - - - -	\$7,806 74	
For engineering, paid during the past year, - - - - -	442 98	
Total amount expended for engineering, - - - - -		8,249 72
For agencies and other expenses, per last report, - - - - -	15,045 94	
For agencies and other expenses, paid during the past year, - - - - -	752 50	
Total amount expended for agencies and other expenses, - - - - -		15,798 44
Total cost of road and equipment, - - - - -		265,526 73
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -	13 16-100 miles.	
Length of single main track, - - - - -	13 16-100 miles.	
Length of double main track, - - - - -	But one track.	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	No branches.	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -		
Weight of rail per yard in main road, - - - - -	56 lbs.	
Weight of rail per yard in branch roads, - - - - -	Nothing.	
Specify the different weights per yard, - - - - -	No difference.	
Maximum grade, with its length in main road, - - - - -	39 60-100 and 1 36-100	
Maximum grade, with its length in branch roads, - - - - -	Nothing.	[miles.]
Total rise and fall in main road, - - - - -	207 59-100 feet.	
Total rise and fall in branch roads, - - - - -	Nothing.	
Shortest radius of curvature, with length of curve in main road, - - - - -	955—23-100 miles.	
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Nothing.	
Total degrees of curvature in main road, - - - - -	612	
Total degrees of curvature in branch roads, - - - - -	Nothing.	
Total length of straight line in main road, - - - - -	8 59-100.	
Total length of straight line in branches, - - - - -	Nothing.	
Aggregate length of wooden truss bridges, - - - - -	None.	
Aggregate length of all other wooden bridges, - - - - -	510 feet.	
Aggregate length of iron bridges, - - - - -	Nothing.	
Whole length of road unfenced on both sides, - - - - -	Fences are finished.	
Number of public ways crossed at grade, - - - - -	13	
Number of railroads crossed at grade, - - - - -	1	
Remarks. [The Peterborough and Shirley Railroad intersects with and crosses the Stony Brook Railroad, at the Groton Junction. Passenger trains do not use the crossing, and engines but rarely.]		
Way stations for express trains, - - - - -	No express trains are run.	
Way stations for accommodation trains, - - - - -	4	
Flag stations, - - - - -	None.	

Whole number of way stations, - - -	4
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, [as per items furnished by Nashua and Lowell Railroad Co.] - - -	32,926	
Miles run by freight trains, - - -	10,642	
Miles run by other trains, - - -	350	
Total miles run, - - -		43,918
Number of passengers carried in the cars, - - -	61,139	
Number of passengers carried one mile, - - -	846,156	
Number of tons of merchandise carried in the cars, - - -	19,079	
Number of tons of merchandise carried one mile, - - -	248,027	
Number of passengers carried one mile, to and from other roads, - - -		
Number of tons carried one mile, to and from other roads, - - -		
Rate of speed adopted for express passenger trains, including stops, - - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -		
Rate of speed adopted for accommodation trains, - - -	28 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	28 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, av. per mo., \$ - - -	Total,
For wages of gate-keepers, av. per mo., \$ - - -	
For wages of signal men, av. per mo., \$ - - -	
For wages of watchmen, av. per mo., \$ - - -	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	

Number of engines, - - -	-	None by this company, the
Number of passenger cars, - - -	-	road being run by the Nash-
Number of baggage cars, - - -	-	ua and Lowell Railroad Co.
Number of merchandise cars, - - -	-	
Number of gravel cars, - - -	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:

Wood, - - -	-
Coal, - - -	-
For oil used by cars and engines, - - -	-
For waste and other material for cleaning, - - -	-
For salaries, wages and incidental expenses, charge-	-
able to passenger department, - - -	-
For salaries, wages and incidental expenses, charge-	-
able to freight department, - - -	-
For gratuities and damages, - - -	-
For taxes and insurance, - - -	-
For ferries, - - -	-
For repairs of station buildings, aqueducts, fixtures,	-
furniture, - - -	-
For interest, - - -	-
For amount paid other companies, in tolls for pas-	-
sengers, and freight carried on their roads, speci-	-
fying each company, - - -	-
For amount paid other companies, as rent for use of	-
their roads, specifying each company, - - -	-
For salaries of president, treasurer, superintendent,	-
law expenses, office expenses of the above offices,	-
and all other expenses, not included in any of the	-
foregoing items, - - -	-
Total miscellaneous, - - -	-
Total expenditures for working the road, - - -	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -
2. To and from other roads, specifying what, - - -

For freight:—

1. On main road and branches owned by company, - - -
 2. To and from other connecting roads, - - -
- U. S. mails, - - -
- Rents, - - -
- Total income, - - -
- Net earnings, after deducting expenses, - - -

Six per cent. on the cost of the road has been received of the Nashua and Lowell Railroad Co., with \$300 in addition, being, in all, \$16,188 94.

DIVIDENDS.

6 per cent. Total, - - -	-	\$15,888 94
Surplus not divided, - - -	-	
Surplus last year, - - -	-	
Total surplus, - - -	-	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges, - - -	-	Nothing.
Buildings, - - -	-	Nothing.
Engines and cars, - - -	-	None owned.

The Stony Brook Railroad is leased to the Nashua and Lowell Railroad Company, by a written lease, a copy of which accompanied the return for the year 1848, in consequence of which we are unable to return many of the facts required by law. The facts stated above, under the head of doings for the year, are derived from the books of said company, or from persons employed by them.

No accident has occurred upon this road, during the present year, resulting in any serious personal injury.

TAPPAN WENTWORTH;
SEWALL G. MACK,
ZIBA GAY,
JOHN W. P. ABBOT,
JOHN WRIGHT.

January 7, 1851.

MIDDLESEX, ss. *January 7, 1851.* Then personally appeared Tappan Wentworth, Sewall G. Mack, Ziba Gay, John W. P. Abbot, and John Wright, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

ISAAC S. MORSE, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
STOUGHTON BRANCH RAILROAD COMPANY.

Return of the Sloughton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$90,000 00
Increase of capital since last report, - - - - -	Nothing.	
Capital paid in per last report, - - - - -	\$85,400 00	
Capital paid in since last report, - - - - -	Nothing.	
Total amount of capital stock paid in, - - - - -		85,400 00
Funded debt, per last report, - - - - -	3,753 54	
Funded debt paid since last report, - - - - -	Nothing.	
Funded debt, increase of, since last report, - - - - -	do	
Total present amount of funded debt, - - - - -		3,753 54
Floating debt, per last report, - - - - -	Nothing.	
Floating debt paid since last report, - - - - -	do	
Floating debt, increase of, since last report, - - - - -	do	
Total present amount of floating debt, - - - - -	do	
Total present amount of funded and floating debt, - - - - -		3,753 54
Average rate of interest per annum paid during the year, - - - - -		6 per cent. per annum.
Maximum amount of debt for each month during the year, viz: January, \$ - - - - -; February, \$3753 54; March, \$3753 54; April, \$3753 54; May, \$3753 54; June, \$3753 54; July, \$3753 54; August, \$3753 54; September, \$3753 54; October, \$3753 54; November, \$3753 54; December, \$3753 54.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	38,401 98	
For graduation and masonry paid during the past year, - - - - -	Nothing.	
Total amount expended for graduation and masonry, - - - - -		38,401 98
For wooden bridges, per last report, - - - - -	850 00	
For wooden bridges paid during the past year, - - - - -	Nothing.	
Total amount expended for wooden bridges, - - - - -		850 00
Total amount expended for iron bridges, (if any,) - - - - -	Nothing.	
For superstructure, including iron, per last report, - - - - -	30,075 95	
For superstructure, including iron, paid during the past year, - - - - -	Nothing.	
Total amount expended for superstructure, including iron, - - - - -		30,075 95
For stations, buildings and fixtures, per last report, - - - - -	12,272 35	
For stations, buildings and fixtures, paid during the past year, - - - - -	Nothing.	
Total amount expended for stations, buildings and fixtures, - - - - -		12,272 35
For land, land-damages and fences, per last report, - - - - -	8,945 51	
For land, land-damages and fences, paid during the past year, - - - - -	Nothing.	

Total amount expended for land, land-damages and fences, - - -	\$8,945 51
For locomotives, per last report, - - -	
For locomotives, paid during the past year, - - -	
Total amount expended for locomotives, - - -	
For passenger and baggage cars, per last report, - - -	
For passenger and baggage cars, paid during the past year, - - -	
Total amount expended for passenger and baggage cars, - - -	
For merchandise cars, per last report, - - -	
For merchandise cars, paid during the past year, - - -	
Total amount expended for merchandise cars, - - -	
For engineering, per last report, - - -	\$2,887 50
For engineering paid during the past year, - - -	Nothing.
Total amount expended for engineering, - - -	2,887 50
For agencies and other expenses, per last report, - - -	Nothing.
For agencies and other expenses, paid during the past year, - - -	do
Total amount expended for agencies and other expenses, - - -	do
Total cost of road and equipment, - - -	93,433 29

Owned and run by Boston
and Providence Railroad
Company, per contract.

CHARACTERISTICS OF ROAD.

Length of road, - - -	4 miles, 222 feet.
Length of single main track, - - -	do do
Length of double main track, - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	2669 feet.
Weight of rail per yard in main road, - - -	56 lbs.
Weight of rail per yard in branch roads, - - -	None.
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, - - -	46 feet per mile for 740 ft.
Maximum grade, with its length in branch roads, - - -	None.
Total rise and fall in main road, - - -	135 50-100 feet.
Total rise and fall in branch roads, - - -	None.
Shortest radius of curvature, with length of curve in main road, - - -	1080 feet radius, length of
Shortest radius of curvature, with length of curve in branch roads, - - -	curvature 682 feet.
Total degrees of curvature in main road, - - -	None.
Total degrees of curvature in branch roads, - - -	172
Total length of straight line in main road, - - -	None.
Total length of straight line in branches, - - -	2 miles, 207 feet.
Aggregate length of wooden truss bridges, - - -	Nothing.
Aggregate length of all other wooden bridges, - - -	50 feet, 6 inches.
Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, - - -	do
Number of public ways crossed at grade, - - -	4
Number of railroads crossed at grade, - - -	None.
Remarks, - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	3
Flag stations, - - -	None.
Whole number of way stations, - - -	3.
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	5,208
Miles run by freight trains, [connected with passenger trains,] - - -	5,098
Miles run by other trains, - - -	
Total miles run, - - -	5,208
Number of passengers carried in the cars, - -	45,475
Number of passengers carried one mile, - -	126,256
Number of tons of merchandise carried in the cars, -	14,032
Number of tons of merchandise carried one mile, -	1,288
Number of passengers carried one mile, to and from other roads, - - -	109,466
Number of tons carried one mile, to and from other roads, - - -	25,989
Rate of speed adopted for express passenger trains, including stops, - - -	None.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - -	None.
Rate of speed adopted for accommodation trains, - -	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	20 do do.
Average rate of speed actually attained by special trains, including stops and detentions, - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	20 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	} Owned and operated by Boston and Prov. R. R. Co.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	} Operated by the Boston and Providence Railroad Com- pany, per contract.
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - -	
For wages of switchmen, av. per mo., \$ - -	
For wages of gate-keepers, av. per mo., \$ - -	
For wages of signal-men, av. per mo., \$ - -	} Total,
For wages of watchmen, av. per mo., \$ - -	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	
Total for maintenance of way, - - -	
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	} Furnished by B. and P. Rail- road Co.
For new locomotives to cover depreciation, - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - -	} Total,
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - -	
Number of engines, - - -	
Number of passenger cars, - - -	
Number of baggage cars, - - -	

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Number of motor cars,	-	-	-	
Number of gravel cars,	-	-	-	
MISCELLANEOUS.				
For fuel used by engines during the year, viz.,				
Wood,	-	-	-	
Coal,	-	-	-	
For oil used by cars and engines,	-	-	-	
For waste and other material for cleaning,	-	-	-	
For salaries, wages and incidental expenses chargeable to passenger department,	-	-	-	Paid by Boston and Prov. Railroad Co.
For salaries, wages and incidental expenses chargeable to freight department,	-	-	-	
For gratuities and damages,	-	-	-	
Insurance, [buildings insured for 7 years, paid three years since. Taxes paid by B. and P. R. R. Co.]	-	-	-	
For ferries,	-	-	-	None.
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	Done by B. and P. Railroad
For interest,	-	-	-	\$169 34 [Co.]
For amount paid Boston and Providence Railroad Company, in tolls for passengers, and freight carried on their road,	-	-	-	14,438 35
For amount paid [Boston and Providence Railroad Company, for working our road,]	-	-	-	4,000 00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	273 97
Total miscellaneous,	-	-	-	
Total expenditures for working the road,	-	-	-	\$18,881 66
INCOME DURING THE YEAR.				
<i>For passengers:—</i>				
1. On main road,	-	-	-	419 75
2. To and from [Boston and Prov. Railroad,]	-	-	-	14,374 67
<i>For freight:—</i>				
1. On main road,	-	-	-	70 45
2. To and from [Boston and Prov. Railroad,]	-	-	-	9,817 62
U. S. mails,	-	-	-	175 00
Rents,	-	-	-	
Total income,	-	-	-	24,857 49
Net earnings, after deducting expenses,	-	-	-	5,975 83
DIVIDENDS.				
5 per cent. Total,	-	-	-	4,270 00
Surplus not divided,	-	-	-	1,705 83
Surplus last year,	-	-	-	1,514 40
Total surplus,	-	-	-	3,220 23
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:				
Road and bridges,	-	-	-	Kept in repair by B. and P. Railroad Co.
Buildings,	-	-	-	
Engines and cars,	-	-	-	

STOUGHTON BRANCH RAILROAD.

F. W. LINCOLN,
OAKES AMES,
LYMAN KINSLEY,
MARTIN WALES,
NATH'L MORTON,

Directors.

NORFOLK, ss. Then personally appeared the above named F. W. Lincoln, Oakes Ames, Lyman Kinsley, Martin Wales, and Nath'l Morton, and severally made oath that the return, hereto annexed and subscribed by them, is true, according to their best knowledge and belief.

Before me, W. RAYMOND LEE, *Justice of the Peace.*

SIXTEENTH ANNUAL REPORT

OF THE

TAUNTON BRANCH RAILROAD CORPORATION.

Return of the Taunton Branch Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - -		\$250,000 00
Increase of capital since last report, - - -		
Capital paid in per last report, - - -	\$250,000 00	
Capital paid in since last report, - - -		
Total amount of capital stock paid in, - - -		250,000 00
Funded debt, per last report, - - -	Nothing.	
Funded debt paid since last report, - - -	do	
Funded debt, increase of, since last report, - - -	do	
Total present amount of funded debt, - - -	do	
Floating debt, per last report, - - -	do	
Floating debt paid since last report, - - -	do	
Floating debt, increase of, since last report, - - -	do	
Total present amount of floating debt, - - -	do	
Total present amount of funded and floating debt, - - -	do	
Average rate of interest per annum paid during the year, - - -	do	
Maximum amount of debt for each month during the year, viz. : January, \$ - - - ; February, \$ - - - ;		
March, \$ - - - ; April, \$ - - - ; May, \$ - - - ;		
June, \$ - - - ; July, \$ - - - ; August, \$ - - - ;		
September, \$ - - - ; October, \$ - - - ; No-		
vember, \$ - - - ; December, \$ - - -		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	89,855 38	
For graduation and masonry paid during the past year, - - -	Nothing.	
Total amount expended for graduation and masonry, - - -		89,855 38
For wooden bridges, per last report, - - -	Nothing.	
For wooden bridges paid during the past year, - - -	do	
Total amount expended for wooden bridges, - - -	do	
Total amount expended for iron bridges, (if any,) - - -	do	
For superstructure, including iron, per last report, - - -	92,248 56	
For superstructure, including iron, paid during the past year, - - -		
Total amount expended for superstructure, including iron, - - -		92,248 56
For stations, buildings and fixtures, per last report, - - -	46,410 22	
For stations, buildings and fixtures, paid during the past year, - - -	646 27	
Total amount expended for stations, buildings and fixtures, - - -		47,056 49
For land, land-damages and fences, per last report, - - -	30,628 88	
For land, land-damages and fences, paid during the past year, - - -	100 00	

Total amount expended for land, land-damages and fences, - - - - -		\$30,728 88
For locomotives, per last report, - - - - -	\$16,383 67	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		16,383 67
For passenger and baggage cars, per last report, - - - - -	8,427 37	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		8,427 37
For merchandise cars, per last report, - - - - -	8,896 67	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		8,896 67
For engineering, per last report, - - - - -	13,539 27	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		13,539 27
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		307,136 29

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	11 1-10 miles.
Length of single main track, - - - - -	11 1-10 "
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	3000 feet, single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4346 feet.
Weight of rail per yard in main road, - - - - -	58 lbs.
Weight of rail per yard in branch roads, - - - - -	57 lbs.
Specify the different weights per yard, - - - - -	57 and 58 lbs.
Maximum grade, with its length in main road, - - - - -	29 feet in 3000.
Maximum grade, with its length in branch roads, - - - - -	35 feet per mile, 400 feet.
Total rise and fall in main road, - - - - -	123 feet.
Total rise and fall in branch roads, - - - - -	9 feet descent.
Shortest radius of curvature, with length of curve in main road, - - - - -	800 feet in 1000.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	250°, 300 feet.
Total degrees of curvature in main road, - - - - -	70°.
Total degrees of curvature in branch roads, - - - - -	Line follows centre of high-
Total length of straight line in main road, - - - - -	11 miles. [way.
Total length of straight line in branches, - - - - -	2200 feet.
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	do
Aggregate length of iron bridges, - - - - -	do
Whole length of road unfenced on both sides, - - - - -	1650 feet.
Number of public ways crossed at grade, - - - - -	19
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	No express trains.
Way stations for accommodation trains, - - - - -	3
Flag stations, - - - - -	None.
Whole number of way stations, - - - - -	3
Whole number of flag stations, - - - - -	None.

DOINGS DURING THE YEAR.			
Miles run by passenger trains, - - -	-	-	-
[On T. Branch, with Co. engines, 14,931			
[On Bos. and Prov. with their engines, 30,048			
Miles run by freight trains, - - -	-	-	-
[On Bos. and Prov. with their engines, 15,024			
[On T. Branch, with Co. engines, 6,914			
Miles run by other trains, - - -	-	-	-
Total miles run, - - -	-	-	67,011
Number of passengers carried in the cars, - - -	-	106,886	
Number of passengers carried one mile, - - -	-	1,134,491	
Number of tons of merchandise carried in the cars, - - -	-	39,003 tons, 1081 lbs.	
Number of tons of merchandise carried one mile, - - -	-	400,038 tons, 395 lbs.	
Number of passengers carried one mile, to and from other roads, - - -	-	1,068,832	
Number of tons carried one mile, to and from other roads, - - -	-	382,394 tons, 371 lbs.	
Rate of speed adopted for express passenger trains, including stops, - - -	-	No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	-	do do	
Rate of speed adopted for accommodation trains, - - -	-	22 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	-	22 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	-	22 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	-	44 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	-	824,212	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	-	903,465	
EXPENDITURES FOR WORKING THE ROAD.			
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	-		\$3,593 10
For repairs of wooden bridges, - - -	-		
For renewals of iron, including laying down, - - -	-		
For wages of switchmen, av. per mo., \$25 73		\$308 77	
For wages of gate-keepers, av. per mo., \$			
For wages of signal men, av. per mo., \$			
For wages of watchmen, av. per mo., \$34 02		408 28	
Number of men employed, exclusive of those engaged in construction, - - -	-	72	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	-		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	-		676 00
Total for maintenance of way, - - -	-		4,226 15
MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -	-	1,113 06	
For new locomotives, to cover depreciation, - - -	-		
For repairs of passenger cars, - - -	-	1,885 03	
For new passenger cars, to cover depreciation, - - -	-	1,562 34	
For repairs of merchandise cars, - - -	-	1,714 47	
For new merchandise cars, to cover depreciation, - - -	-	1,312 90	
For repairs of gravel and other cars, - - -	-	20 19	
Total for maintenance of motive power and cars, - - -	-		7,607 92

Number of engines, - - - -	4	
Number of passenger cars, - - - -	12	
Number of baggage cars, - - - -	5	
Number of merchandise cars, - - - -	83	
Number of gravel cars, - - - -	6	
MISCELLANEOUS.		
For fuel used by engines, [stationary engines, stations, and other purposes,] during the year, viz. : -		
Wood, - - - -	\$5,109	84
Coal, - - - -		
For oil used by cars and engines, [and other purposes,] - - - -	}	806 08
For waste and other material for cleaning, - - - -		
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -		2,545 59
For salaries, wages and incidental expenses, chargeable to freight department, - - - -		4,708 02
For gratuities and damages, - - - -		222 54
For taxes and insurance, - - - -		216 61
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -		607 31
For interest, - - - -		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston and Providence,] - - - -		50,499 93
For amount paid other companies, as rent for use of their roads, specifying each company, [New Bedford and Taunton,] - - - -		6,360 64
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -		3,296 90
Total miscellaneous, - - - -		74,373 46
Total expenditures for working the road, - - - -		86,907 60
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by company, - - - -	1,823	55
2. To and from other roads, specifying what, - - - -		
[New Bedford and Taunton, \$31,240 54		
[Boston and Providence, 33,200 98		64,441 52
<i>For freight :—</i>		
1. On main road and branches owned by company, - - - -	710	34
2. To and from other connecting roads, - - - -	45,383	26
U. S. mails, - - - -	1,113	96
Interest, - - - -	993	72
Total income, - - - -		114,466 35
Net earnings, after deducting expenses, - - - -		26,812 48
DIVIDENDS.		
Per cent. Total, [Two of 4 per cent.] - - - -		20,000 00
Surplus not divided, - - - -	6,812	48
Surplus last year, [\$30,084 55; less, cost of Ware Branch, - - - - \$4,922 13	25,162	42
Total surplus, - - - -		31,974 90

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

September 5.—Thomas B. Dean was killed, whilst upon the freight train, he being upon said train against the rules of the company, and without the knowledge of the persons in charge of the train.

The cars and engines, together with the machine shops, car and engine houses at Taunton, with the exception of the original engine house, are owned by this corporation, in common with the New Bedford and Taunton Railroad Corporation, in the proportion of the length of their respective roads; and the two railroads are operated at the joint expense, in the same proportion.

WM. A. CROCKER,
THOMAS B. WALES,
SAM. FROTHINGHAM,

Directors.

Boston, January 16, 1851.

SUFFOLK, ss. *January 16, 1851.* Personally appeared the above named W. A. Crocker, T. B. Wales, and S. Frothingham, and made oath that the foregoing report, by them subscribed, was true, according to the best of their knowledge and belief. Before me,

E. PICKERING, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
TROY AND GREENFIELD RAILROAD COMPANY.

To the Honorable the Senate and House of Representatives :

The undersigned, Directors of the Troy and Greenfield Railroad Company respectfully present the first annual report of their doings, under their act of incorporation, passed May 10, 1848.

On the fifth day of April, 1849, one hundred thousand dollars of the capital stock having been taken, the subscribers to the stock, on legal notice, held a meeting, accepted the said act of incorporation, and organized the company.

An assessment of three per cent. on the shares thus taken was levied, to defray preliminary expenses. Since that time, the survey of the line of road has been completed, and the location thereof has been filed according to law. The capital stock of the company is \$3,500,000.

Three hundred thousand dollars have been subscribed to the capital stock of the company, and about three thousand dollars have been paid in. The work of construction has been commenced in the present month, but little has yet been done,—nothing completed ; and the undersigned believe that, in this inception of their work, they cannot be expected to give more definite and full information under the act of May 1st, 1849, than is above set forth. Which is respectfully submitted.

GEO. GRENNELL,
DANIEL WELLS,
CEPHAS ROOT,
JENCKS KIMBALL,
L. C. THAYER.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January, 1851.* Personally appeared the above named George Grennell, Daniel Wells, Cephas Root, and Jencks Kimball, and

made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief. Before me,

WM. G. BATES, *Justice of the Peace in and for
all the Counties of the Commonwealth.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 31, 1851.* Personally appeared L. C. Thayer, and made oath that the foregoing report, by him signed, is true, according to his best knowledge and belief. Before me,

STEPHEN FAIRBANKS, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
VERMONT AND MASSACHUSETTS RAILROAD
COMPANY.

Return of the Vermont and Mass. Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, [including the Greenfield Branch and Vermont portion,]	-	-	-	None.	\$3,200,000 00
Increase of capital since last report,	-	-	-	None.	
Capital paid in per last report,	-	-	-	\$2,237,454 94	
Capital paid in since last report,	-	-	-	8,994 93	
Total amount of capital stock paid in,	-	-	-		2,246,449 87
Funded debt, per last report,	-	-	-	875,035 00	
Funded debt, paid since last report,	-	-	-	None.	
Funded debt, increase of, since last report,	-	-	-	208,765 00	
Total present amount of funded debt,	-	-	-		1,083,800 00
Floating debt, per last report,	-	-	-	58,322 69	
Floating debt, paid since last report,	-	-	-	16,597 96	
Floating debt, increase of, since last report,	-	-	-	None.	
Total present amount of floating debt,	-	-	-		41,724 73
Total present amount of funded and floating debt,	-	-	-		1,125,524 73
Average rate of interest per annum paid during the year,	-	-	-		
	-	-	-	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January 31st, \$67,157 67; February 28th, \$65,597 41; March 30th, \$80,436 37; April 30th, \$79,036 89; May 31st, \$71,858 91; June 29th, \$62,718 07; July 31st, \$56,546 64; August 31st, \$59,726 16; September 30th, \$57,011 74; October 31st, \$64,926 60; November 30th, \$59,665 13; December 31st, \$41,724 73.					
COST OF ROAD AND EQUIPMENT.					
For graduation and masonry, per last report,	-	-	-	1,401,142 23	
For graduation and masonry paid during the past year,	-	-	-	60,006 24	
Total amount expended for graduation and masonry,	-	-	-		1,461,148 47
For wooden bridges, per last report,	-	-	-	195,546 72	
For wooden bridges paid during the past year,	-	-	-	3,848 59	
Total amount expended for wooden bridges,	-	-	-		199,395 31
Total amount expended for iron bridges, (if any,)	-	-	-	None.	
For superstructure, including iron, per last report,	-	-	-	611,218 80	
For superstructure, including iron, paid during the past year,	-	-	-	1,749 88	
[For superstructure charged to Greenfield Branch, during past year,]	-	-	-	15,340 52	
Total amount expended for superstructure, including iron,	-	-	-		597,628 16
For stations, buildings and fixtures, per last report,	-	-	-	103,358 72	

For stations, buildings and fixtures, paid during the past year, - - - - -	\$14,435 93	
Total amount expended for stations, buildings and fixtures, - - - - -		\$117,794 65
For land, land-damages and fences, per last report, - - - - -	150,640 51	
For land, land-damages and fences, paid during the past year, - - - - -	26,914 03	
Total amount expended for land, land-damages and fences, - - - - -		177,554 54
For locomotives, per last report, - - - - -	98,188 62	
For locomotives, [received for engine sold,] - - - - -	2,550 00	
Total amount expended for locomotives, - - - - -		95,638 62
For passenger and baggage cars, per last report, - - - - -	19,300 00	
For passenger and baggage cars, paid during the past year, - - - - -	None.	
Total amount expended for passenger and baggage cars, - - - - -		19,300 00
For merchandise cars, per last report, - - - - -	86,055 65	
For merchandise cars, paid during the past year, - - - - -	5,459 24	
Total amount expended for merchandise cars, - - - - -		91,514 89
For engineering, per last report, - - - - -	56,872 04	
For engineering, paid during the past year, - - - - -	None.	
Total amount expended for engineering, - - - - -		56,872 04
For agencies and other expenses, per last report, - - - - -	56,198 51	
For agencies and other expenses, paid during the past year, - - - - -	2,134 66	
Total amount expended for agencies and other expenses, - - - - -		58,333 17
Total cost of road and equipment, [including dividends of interest, &c.] - - - - -		3,192,021 54
[Charged to Greenfield Branch, in addition to above,] - - - - -		214,222 78

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	69 miles.
Length of single main track, - - - - -	69 "
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	8 miles—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	About 5½ miles.
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	58 feet for 1 6-10 miles.
Maximum grade, with its length in branch roads, - - - - -	45 ft. per mile—3¼ miles.
Total rise and fall in main road, - - - - -	Rise, 808 feet—fall, 990 ft.
Total rise and fall in branch roads, - - - - -	Rise, 81 feet—fall, 168 ft.
Shortest radius of curvature, with length of curve in main road, - - - - -	1000 ft. for 1900 ft., except at Grout's, where it is 924 feet for 1200 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	1000 feet for 400 feet.
Total degrees of curvature in main road, - - - - -	3314 deg.
Total degrees of curvature in branch roads, - - - - -	607 deg.
Total length of straight line in main road, - - - - -	27 3-4 miles.
Total length of straight line in branches, - - - - -	3 9-10 "
Aggregate length of wooden truss bridges, - - - - -	6738 feet,
Aggregate length of all other wooden bridges, - - - - -	

Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, - -	2 miles on branch.
Number of public ways crossed at grade, - - -	64
Number of railroads crossed at grade, - - -	1
Remarks, - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	14
Flag stations, - - -	2
Whole number of way stations, - - -	14
Whole number of flag stations, - - -	2
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	94,536
Miles run by freight trains, - - -	48,419
Miles run by other trains, - - -	21,166
Total miles run, - - -	164,121
Number of passengers carried in the cars, - - -	168,054
Number of passengers carried one mile, - - -	2,882,612
Number of tons of merchandise carried in the cars, - - -	106,287 7-1000
Number of tons of merchandise carried one mile, - - -	1,900,752 898-1000
Number of passengers carried one mile, to and from other roads, - - -	1,825,869
Number of tons carried one mile, to and from other roads, - - -	1,765,331 494-1000
Rate of speed adopted for express passenger trains, including stops, - - -	No such trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	25 do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	20 do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$21,472 85
For repairs of wooden bridges, - - -	1,549 66
For renewals of iron, including laying down, - - -	None.
For wages of switchmen, av. per mo., - - -	} \$28 Total, 2,593 99
For wages of gate-keepers, av. per mo., - - -	
For wages of signal men, av. per mo., - - -	
For wages of watchmen, av. per mo., - - -	
Number of men employed exclusive of those engaged in construction, - - -	175
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	365 75
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	25 93
Total for maintenance of way, - - -	\$26,008 18
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	4,222 61
For new locomotives, to cover depreciation, - - -	None.

For repairs of passenger cars, - - -	\$3,499 09	
For new passenger cars, to cover depreciation, - - -	None.	
For repairs of merchandise cars, - - -	2,455 36	
For new merchandise cars, to cover depreciation, - - -	None.	
For repairs of gravel and other cars, - - -	554 60	
Total for maintenance of motive power and cars, - - -		\$10,731 66
Number of engines, - - -	12	
Number of passenger cars, - - -	8	
Number of baggage cars, - - -	4	
Number of merchandise cars, - - -	144	
Number of gravel cars, - - -	33	

MISCELLANEOUS.

For fuel used by engines during the year, viz., -		
Wood, - - -	22,910 60	
Coal, - - -	None.	
For oil used by cars and engines, - - -	3,568 64	
For waste and other material for cleaning, - - -	525 30	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	11,861 10	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	15,804 39	
For gratuities and damages, - - -	645 16	
For taxes and insurance, - - -	839 30	
For ferries, - - -	None.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	759 25	
For interest, [paid on bonds and floating debt,] - - -	50,430 38	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Worcester and Nashua, \$486 32; Fitchburg, \$14,522 42; Cheshire, \$3,436 06; Fitchburg and Worcester, \$14 49; Connecticut River, \$14,324 72,] - - -		
For amount paid other companies as rent for use of their roads, specifying each company, - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	10,275 94	
Total miscellaneous, - - -		117,620 06
Total expenditures for working the road, [including interest,] - - -		154,359 90

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -	77,982 76
2. To and from other roads, specifying what, - - -	
[Cheshire, - - -	1,890 60
Fitchburg, - - -	4,739 31
Worcester and Nashua, - - -	16 98
Sullivan, - - -	62 00

For freight:—

1. On main road and branches owned by company, - - -	107,002 23
2. To and from other connecting roads, - - -	
[Cheshire, - - -	4,188 87
Connecticut River, - - -	1,255 83
U. S. mails, - - -	5,018 07
Rents, - - -	966 35

Total income, [deducting amounts paid other roads,]	\$177,694 68
Net earnings, after deducting expenses, [and interest, \$50,430 38,]	23,334 78
DIVIDENDS.	
per cent. Total,	- - - -
Surplus not divided,	- - - -
Surplus last year,	- - - -
Total surplus,	- - - -
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.	
Road and bridges,	- - - -
Buildings,	- - - -
Engines and cars,	- - - -

The above report is respectfully submitted, by

H. CHAPMAN,
JABEZ C. HOWE,
DANIEL BARTLETT, JR.
COLUMBUS TYLER,
JAMES ELLISON,
JOHN J. SWIFT,

Directors.

MASSACHUSETTS. SUFFOLK, ss. *January 28, 1851.* Then the said Henry Chapman, James Ellison, Jabez C. Howe, Daniel Bartlett, Jr., C. Tyler, John J. Swift, personally appeared and severally made oath that the within return, by them subscribed, is true, according to their best knowledge and belief. JOSEPH HARRINGTON, *Justice of the Peace.*

REPORT OF ACCIDENTS.

The Directors of the Vermont and Massachusetts Railroad Company report the following casualties, which have occurred during the last year.

January 1, 1850.—Isaac Ripley, brakeman, was killed in consequence of coming in contact with a bridge at Gardner.

November 1, 1850.—An Irish woman, who was intoxicated, in getting out of the cars at South Vernon, fell under the wheels, which crushed her leg, and she subsequently died.

H. CHAPMAN,
COLUMBUS TYLER,
DANIEL BARTLETT, JR.
JABEZ C. HOWE.

Boston, January 29, 1851.

FIRST ANNUAL REPORT

OF THE

WALTHAM AND WATERTOWN RAILROAD COMPANY.

*Return of the Waltham and Watertown Branch Railroad, under the Act of May
1, 1849, chap. 191.*

Capital stock,	-	-	-	-
Increase of capital since last report,	-	-	-	-
Capital paid in per last report,	-	-	-	-
Capital paid in since last report,	-	-	-	-
Total amount of capital stock paid in,	-	-	-	-
Funded debt, per last report,	-	-	-	-
Funded debt paid since last report,	-	-	-	-
Funded debt, increase of, since last report,	-	-	-	-
Total present amount of funded debt,	-	-	-	-
Floating debt, per last report,	-	-	-	-
Floating debt paid since last report,	-	-	-	-
Floating debt, increase of, since last report,	-	-	-	-
Total present amount of floating debt,	-	-	-	-
Total present amount of funded and floating debt,	-	-	-	-
Average rate of interest per annum paid during the year,	-	-	-	-
Maximum amount of debt for each month during the year, viz.:				
January, \$		February, \$		
March, \$		April, \$		May,
\$		June, \$		July, \$
August, \$		September, \$		October, \$
		November, \$		December, \$

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-
For graduation and masonry paid during the past year,	-
Total amount expended for graduation and masonry,	-
For wooden bridges, per last report,	-
For wooden bridges paid during the past year,	-
Total amount expended for wooden bridges,	-
Total amount expended for iron bridges, (if any,) -	-
For superstructure, including iron, per last report,	-
For superstructure, including iron, paid during the past year,	-
Total amount expended for superstructure, including iron,	-
For stations, buildings and fixtures, per last report,	-
For stations, buildings and fixtures, paid during the past year,	-
Total amount expended for stations, buildings and fixtures,	-

234 WALTHAM AND WATERTOWN RAILROAD.

For land, land-damages and fences, per last report,	-	-	-
For land, land-damages and fences, paid during the past year,	-	-	-
Total amount expended for land, land-damages and fences,	-	-	-
For locomotives, per last report,	-	-	-
For locomotives, paid during the past year,	-	-	-
Total amount expended for locomotives,	-	-	-
For passenger and baggage cars, per last report,	-	-	-
For passenger and baggage cars, paid during the past year,	-	-	-
Total amount expended for passenger and baggage cars,	-	-	-
For merchandise cars, per last report,	-	-	-
For merchandise cars, paid during the past year,	-	-	-
Total amount expended for merchandise cars,	-	-	-
For engineering, per last report,	-	-	-
For engineering, paid during the past year,	-	-	-
Total amount expended for engineering,	-	-	-
For agencies and other expenses, per last report,	-	-	-
For agencies and other expenses, paid during the past year,	-	-	-
Total amount expended for agencies and other expenses,	-	-	-
Total cost of road and equipment,	-	-	-

CHARACTERISTICS OF ROAD.

Length of road,	-	-	-
Length of single main track,	-	-	-
Length of double main track,	-	-	-
Length of branches owned by the company, stating whether they have a single or double track,	-	-	-
Aggregate length of sidings and other tracks, excepting main track and branches,	-	-	-
Weight of rail per yard in main road,	-	-	-
Weight of rail per yard in branch roads,	-	-	-
Specify the different weights per yard,	-	-	-
Maximum grade, with its length in main road,	-	-	-
Maximum grade, with its length in branch roads,	-	-	-
Total rise and fall in main road,	-	-	-
Total rise and fall in branch roads,	-	-	-
Shortest radius of curvature, with length of curve in main road,	-	-	-
Shortest radius of curvature, with length of curve in branch roads,	-	-	-
Total degrees of curvature in main road,	-	-	-
Total degrees of curvature in branch roads,	-	-	-
Total length of straight line in main road,	-	-	-
Total length of straight line in branches,	-	-	-
Aggregate length of wooden truss bridges,	-	-	-
Aggregate length of all other wooden bridges,	-	-	-
Aggregate length of iron bridges,	-	-	-
Whole length of road unfenced on both sides,	-	-	-
Number of public ways crossed at grade,	-	-	-
Number of railroads crossed at grade,	-	-	-
Remarks,	-	-	-
Way stations for express trains,	-	-	-
Way stations for accommodation trains,	-	-	-
Flag stations,	-	-	-

Whole number of way stations,	-	-	-
Whole number of flag stations,	-	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, av. per mo. \$	-	-	-
For wages of gate-keepers, av. per mo. \$	-	-	-
For wages of signal-men, av. per mo. \$	-	-	-
For wages of watchmen, av. per mo. \$	-	-	-
Number of men employed, exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used),	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

Total.

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-

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Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-
Wood,	-	-	-
Coal,	-	-	-
For oil used by cars and engines,	-	-	-
For waste and other material for cleaning,	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-
For gratuities and damages,	-	-	-
For taxes and insurance,	-	-	-
For ferries,	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-
For interest,	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-
Total miscellaneous,	-	-	-
Total expenditures for working the road,	-	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For freight:—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. Mails,	-	-	-
Rents,	-	-	-
Total income,	-	-	-
Net earnings, after deducting expenses,	-	-	-

DIVIDENDS.

Per cent. Total,	-	-	-
Surplus not divided,	-	-	-
Surplus last year,	-	-	-
Total surplus,	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and bridges,	-	-	-
Buildings,	-	-	-
Engines and cars,	-	-	-

The Waltham and Watertown Branch Railroad Company, has organized, but have done nothing towards locating or constructing said Branch Railroad. The directors intend to ask for further time to locate and construct.

Respectfully submitted,

CHARLES BEMIS,
SETH BEMIS, JR.,
BENJAMIN DANA,
LUKE ROBINSON,

Directors.

January 29, 1851.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *January 30, 1851.* Then personally appeared before me, Charles Bemis, Seth Bemis, Jr., Benjamin Dana, and Luke Robinson, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

ISAAC C. BEMIS, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT
OF THE
WESTERN RAILROAD CORPORATION.

*Return of the Western Railroad, under the Act of May 1, 1849, ch. 191.
Year ending November 30, 1850.*

Capital stock, - - - - -	\$6,500,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	\$5,150,000 00
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	5,150,000 00
Funded debt, per last report, - - - - -	5,319,520 00
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	5,319,520 00
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	About 54 per cent.
Maximum amount of debt for each month during the year, viz.: December 31, 1849, \$50,000; January 31, 1850, \$89,000; February 28, \$109,000; March 31, \$91,500; April 30, \$36,500; May 31, \$76,500; June 30, \$116,500; July 31, \$156,500; August 31, \$84,500; September 30, \$118,500; October 31, \$77,000; November 30, \$101,500.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	3,460,917 50
For graduation and masonry paid during the past year, - - - - -	3,743 88
Total amount expended for graduation and masonry, - - - - -	3,464,661 38
For wooden bridges, per last report, - - - - -	231,996 26
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	231,996 26
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	1,560,583 02
For superstructure, including iron, paid during the past year, - - - - -	11,319 39
Total amount expended for superstructure, including iron, - - - - -	1,571,902 41
For stations, buildings and fixtures, per last report, - - - - -	337,844 58
For stations, buildings and fixtures, paid during the past year, - - - - -	19,252 49
Total amount expended for stations, buildings and fixtures, - - - - -	357,097 07
For land, land-damages and fences, per last report, - - - - -	291,579 40
For land, land-damages and fences, paid during the past year, - - - - -	2,441 30

Total amount expended for land, land-damages and fences, - - - - -		\$294,020 70
For locomotives, per last report, - - - - -	\$362,000 00	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		362,000 00
For passenger and baggage cars, per last report, - - - - -	73,544 55	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		73,544 55
For merchandise cars, per last report, - - - - -	487,043 42	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		487,043 42
For engineering, per last report, - - - - -	171,390 63	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		171,390 63
For agencies and other expenses, per last report, - - - - -	1,019,157 41	
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		1,019,157 41
Total cost of road and equipment, - - - - -		8,032,813 83
[Total cost of Albany and West Stockbridge Railroad, - - - - -		1,930,895 01
		<u>\$9,963,708 84</u>

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	117 804-1000 miles.
Length of single main track, - - - - -	64 50-1000 miles.
Length of double main track, - - - - -	53 754-1000 miles.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	6 miles.
Weight of rail per yard in main road, - - - - -	56½ and 70 pounds.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	83 feet, 1½ mile.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	2085 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	882 feet, 490 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	6370 feet.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	62 935-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	6,092½ feet.
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road-unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	111
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	
Way stations for express trains, - - - - -	1, West Brookfield.
Way stations for accommodation trains, - - - - -	24
Flag stations, - - - - -	2

Whole number of way stations, - - -	24	
Whole number of flag stations, - - -	2	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	256,758	
Miles run by freight trains, - - -	453,111	
Miles run by other trains, - - -	58,895	
Total miles run, - - -		768,764
Number of passengers carried in the cars, - - -	467,086½	
Number of passengers carried one mile, - - -	21,941,398	
Number of tons of merchandise carried in the cars, - - -	261,269	
Number of tons of merchandise carried one mile, - - -	25,206,308	
Number of passengers carried one mile, to and from other roads, - - -	11,637,198	
Number of tons carried one mile, to and from other roads, - - -	18,805,108	
Rate of speed adopted for express passenger trains, including stops, - - -	35 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	37 do do	
Rate of speed adopted for accommodation trains, - - -	28 miles, Wor. to Springfield.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 do Springfield to Albany.	
Average rate of speed actually attained by special trains, including stops and detentions, - - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 miles.	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	19,772,960	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	46,000,500	
EXPENDITURES FOR WORKING THE ROAD.		
[Repairs of Albany and West Stockbridge Railroad, For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$18,128 76	
For repairs of wooden bridges, - - -	44,192 87	
For renewals of iron, including laying down, - - -	17,932 81	
For wages of switchmen, av. per mo., \$26 00	38,844 00	
For wages of gate-keepers, av. per mo., \$		Total,
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$30 00		
Number of men employed, exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	2,557 29	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		\$121,655 83
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	47,123 59	
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	13,219 45	
For new passenger cars, to cover depreciation, - - -	4,200 00	
For repairs of merchandise cars, - - -	50,108 22	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -		
Total for maintenance of motive power and cars, - - -		114,651 26

Number of engines, - - - -	63	
Number of passenger cars, - - - -	41	
Number of baggage cars, - - - -	15	
Number of merchandise cars, - - - -	856	
Number of gravel cars, - - - -	50	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, - - - -	\$118,990	85
Coal, - - - -	4,360	16
For oil used by cars and engines, - - - -	16,961	25
For waste and other material for cleaning, - - - -	1,945	37
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	175,327	27
For salaries, wages and incidental expenses, charge- able to freight department, - - - -		
For gratuities and damages, - - - -	10,132	83
For taxes and insurance, - - - -	7,190	00
For ferries, - - - -	1,667	41
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	9,490	67
For interest, - - - -		
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	25,156	26
Total miscellaneous, - - - -		\$371,242 27
Total expenditures for working the road, - - - -		607,549 36
INCOME DURING THE YEAR.		
For passengers :-		
1. On main road, including branches owned by company, - - - -	590,743	33
2. To and from other roads, specifying what, - - - -		
For freight :-		
1. On main road and branches owned by company, - - - -	256,571	93
2. To and from other connecting roads, - - - -	490,948	73
U. S. mails, - - - -	21,619	53
Rents, - - - -	9,630	16
Total income, - - - -		1,369,513 68
Net earnings, after deducting expenses, - - - -		761,964 32
DIVIDENDS.		
[Interest, - - - -	286,857	33
8 per cent. Total, - - - -	412,000	00
Surplus not divided, - - - -	5,255	40
Surplus last year, - - - -	290,855	39
Total surplus, - - - -	122,029	69
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.:		
Road and bridges, - - - -		
Buildings, - - - -	27,000	00
Engines and cars, - - - -		

Accidents on Western Railroad, during the year ending Nov. 30, 1850:—

December 20, 1849.—Samuel Bates, brakeman, was killed by his head coming in contact with Tatham bridge, while standing on the freight cars while the train was in motion.

February 12, 1850.—An Irishman, name unknown, in endeavoring to get upon a freight train, in Palmer, while the train was in motion, fell between the cars. The train passed over him, and killed him instantly.

April 6.—James Ryan was run over by the train, while walking on the track, near Warren, and died within an hour of the time of the accident.

April 12.—Murty Shed, a laborer in the road repair department, was thrown from a hand car, and killed instantly.

June 17.—John Champney, aged 93 years, a passenger from Providence for the west, went on board of the passenger train, at the Worcester junction. In attempting to step from one platform of a passenger car to another, just as the train started, he fell between the two cars, on to the track. The train passed over his body, and killed him instantly.

June 27.—A man, named O. Mills, who was lying on the track, was run over by the express train, and killed instantly.

June 29.—John Monagle, engineer, was killed near Clappville, by the bursting of the boiler of the engine Erie.

August 31.—Timothy Donovan, employed on road repairs, was crushed between two freight cars, and killed, in the yard at Springfield. It is supposed that he was in a fit, as he was subject to them, and could not have helped seeing the cars had he been in his right mind.

September 9.—Col. J. S. Mumford, of New York, Miss Jane Roessle, of Albany, and Mr. J. H. Whittemore, of Leicester, Mass., were instantly killed, near Hinsdale depot, in consequence of the breaking of a car axle on the passenger car. Two or three others were slightly injured.

September 12.—A collision took place between a passenger and freight train, at the Westfield depot, caused by the neglect of the switchman at that station. Mr. Miller, of Westfield, had his leg broken. One other passenger was slightly hurt. The baggage master was also somewhat injured.

The statement made on the report, with regard to the surplus, requires explanation.

The return submitted last year, stated the surplus to be	\$290,855 39
This amount exhibited the total amount of undivided earnings on the Western Railroad, and included the amount paid into the two sinking funds from that source, and which has now been taken out, say	95,833 34

Leaving an active surplus in hands of the corporation,	195,022 05
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Brought forward,	\$195,022 05
The amount of Addison Ware's defalcation,	
was - - - - -	\$51,524 04
Balance of errors and omissions, discovered	
in settling his books, - - - - -	26,723 72
	<hr/>
	78,247 76
So that the balance of the old surplus, at the close of the	
year ending November 30, 1850, was - - - - -	116,774 29
And the surplus for this year, after paying \$50,000 into	
the sinking fund, and \$7,851 59 loss on Pittsfield and	
North Adams Road, - - - - -	5,255 40
	<hr/>
	\$122,029 69

JOHN GARDNER,
ROBT. CAMPBELL,
A. H. BULLOCK,
WHITING GRISWOLD,
J. M. WILLIAMS,
JOSIAH STICKNEY,
MYRON LAWRENCE,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 30, 1851.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

REPORT OF THE COMMISSIONERS OF THE SINKING FUND OF THE WESTERN RAILROAD.

To the Honorable, the Senate and House of Representatives of the Commonwealth of Massachusetts :—

The Commissioners of the Sinking Fund of the Western Railroad Corporation, in compliance with the directions of the Statute of March 13, 1839, have the honor respectfully to submit the following report of their proceedings for the past year; also, the amount and condition of the said fund, and of the income of the several parts thereof.

WESTERN RAILROAD.

The amount of the fund, on the 31st day of December, 1849, as per

Commissioners' Report of that date, was . . . \$541,841 00

There has been received, during the past year,—

Interest and dividends, \$27,242 00

Western Railroad Corporation, 1 per cent.

on \$4,000,000, 40,000 00

67,242 00

\$609,083 00

INVESTMENTS.

Cash on hand, \$2,527 20

Notes and mortgages, 254,372 89

Boston and Providence Railroad stock, 145 shares, . . . 13,572 50

Worcester Railroad stock, 250 shares, 27,397 67

Lowell Railroad stock, 44 shares, 26,298 75

Old Colony Railroad stock, 100 shares, 10,864 50

Massachusetts sterling fives, £6,200, 28,957 49

Pittsfield and North Adams Railroad stock, 174 shares, . . 16,992 00

City of Charlestown, note, 12,000 00

Boston and Worcester Railroad bonds, \$216,000, . . . 216,000 00

\$609,083 00

INTEREST AND DIVIDENDS, ACCRUED TO DATE.

2 months interest on notes secured by mortgage, . . . \$2,543 73

\$3 per share, on 145 shares Providence Railroad, . . . 435 00

\$3 50 per share, on 250 shares Boston and Worcester Railroad, . 875 00

\$20 per share, on 44 shares Lowell Railroad, 880 00

\$3 per share, on 174 shares in the Pittsfield and North

Adams Railroad, 522 00

3 months interest, accrued on £6,200, sterling 5's, . . . 372 00

2 months interest on City of Charlestown note, 120 00

6 months interest on \$171,000 Boston and Worcester bonds,

the remaining \$45,000 being taken so as to draw in-

terest from January 1, 1851, 5,130 00

\$10,877 73

RECAPITULATION.

Investments, \$609,083 00

Interest and dividends, accrued to date, 10,877 73

Interest due and unpaid, 360 00

Total value, December 31, 1850, \$620,320 73

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The dividends on the Railroad Stocks, and the interest on the Railroad Bonds, have been paid since the date of this Report, and the money reinvested.

All of which is respectfully submitted,

EBENEZER BRADBURY,
STEPHEN FAIRBANKS,
Commissioners.

THIRTEENTH ANNUAL REPORT
OF THE
WEST STOCKBRIDGE RAILROAD COMPANY.

Return of the West Stockbridge Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -	\$39,600 00
Increase of capital since last report, - - - - -	None.
Capital paid in per last report, - - - - -	39,600 00
Capital paid in since last report, - - - - -	None.
Total amount of capital stock paid in, - - - - -	39,600 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	The corporation owes nothing.
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	
Maximum amount of debt for each month during the year, viz. : January, \$ - - - - - ; February, \$ - - - - - ;	
March, \$ - - - - - ; April, \$ - - - - - ; May, \$ - - - - - ;	
June, \$ - - - - - ; July, \$ - - - - - ; August, \$ - - - - - ;	
September, \$ - - - - - ; October, \$ - - - - - ; November, \$ - - - - - ; December, \$ - - - - - .	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	Items cannot be stated. See last report.
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	
For stations, buildings and fixtures, per last report, - - - - -	
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	
For land, land-damages and fences, per last report, - - - - -	
For land, land-damages and fences, paid during the past year, - - - - -	

Total amount expended for land, land-damages and fences, - - - - -	
For locomotives, per last report, - - - - -	
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, - - - - -	
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	
For engineering, per last report, - - - - -	
For engineering, paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	\$41,516 29

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	2½ miles.
Length of single main track, - - - - -	Same.
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	53 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	4
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	None.
Flag stations, - - - - -	None.
Whole number of way stations, - - - - -	None.
Whole number of flag stations, - - - - -	None.

DOINGS DURING THE YEAR.			
Miles run by passenger trains,	-	-	Items cannot be stated for want of returns by lessees.
Miles run by freight trains,	-	-	
Miles run by other trains,	-	-	
Total miles run,	-	-	
Number of passengers carried in the cars,	-	-	
Number of passengers carried one mile,	-	-	
Number of tons of merchandise carried in the cars,	-	-	
Number of tons of merchandise carried one mile,	-	-	
Number of passengers carried one mile, to and from other roads,	-	-	
Number of tons carried one mile, to and from other roads,	-	-	
Rate of speed adopted for express passenger trains, including stops,	-	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	
Rate of speed adopted for accommodation trains,	-	-	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	
EXPENDITURES FOR WORKING THE ROAD.			
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	The road being used by two other companies and no separate account kept, no return can be made.
For repairs of wooden bridges,	-	-	
For renewals of iron, including laying down,	-	-	
For wages of switchmen, av. per mo.,	\$	Total,	
For wages of gate-keepers, av. per mo.,	\$		
For wages of signal men, av. per mo.,	\$		
For wages of watchmen, av. per mo.,	\$		
Number of men employed, exclusive of those engaged in construction,	-	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	
Total for maintenance of way,	-	-	
MOTIVE POWER AND CARS.			
For repairs of locomotives,	-	-	We have no locomotives or cars.
For new locomotives, to cover depreciation,	-	-	
For repairs of passenger cars,	-	-	
For new passenger cars, to cover depreciation,	-	-	
For repairs of merchandise cars,	-	-	
For new merchandise cars, to cover depreciation,	-	-	
For repairs of gravel and other cars,	-	-	
Total for maintenance of motive power and cars,	-	-	
Number of engines,	-	-	
Number of passenger cars,	-	-	
Number of baggage cars,	-	-	
Number of merchandise cars,	-	-	
Number of gravel cars,	-	-	

MISCELLANEOUS.	
For fuel used by engines, during the year, viz.:	
Wood, - - - - -	-
Coal, - - - - -	-
For oil used by cars and engines, - - - - -	-
For waste and other material for cleaning, - - - - -	-
For salaries, wages and incidental expenses, charge-	-
able to passenger department, - - - - -	-
For salaries, wages and incidental expenses, charge-	-
able to freight department, - - - - -	-
For gratuities and damages, - - - - -	-
For taxes and insurance, - - - - -	-
For ferries, - - - - -	-
For repairs of station buildings, aqueducts, fixtures,	-
furniture, - - - - -	-
For interest, - - - - -	-
For amount paid other companies, in tolls for passen-	-
gers, and freight carried on their roads, specifying	-
each company, - - - - -	-
For amount paid other companies, as rent for use of	-
their roads, specifying each company, - - - - -	-
For salaries of president, treasurer, superintendent,	-
law expenses, office expenses of the above offices,	-
and all other expenses not included in any of the	-
foregoing items, - - - - -	-
Total miscellaneous, - - - - -	\$25 70
Total expenditures for working the road, - - - - -	-
INCOME DURING THE YEAR.	
<i>For passengers:—</i>	
1. On main road, including branches owned by	-
company, - - - - -	-
2. To and from other roads, specifying what, - - - - -	-
<i>For freight:—</i>	
1. On main road and branches owned by company, - - - - -	-
2. To and from other connecting roads, - - - - -	-
U. S. mails, - - - - -	-
Rents, - - - - -	1,823 91
Total income, - - - - -	-
Net earnings, after deducting expenses, - - - - -	1,796 21
DIVIDENDS.	
4½ per cent. Total, - - - - -	1,782 00
Surplus not divided, - - - - -	None.
Surplus last year, - - - - -	-
Total surplus, - - - - -	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ.:	
Road and bridges, - - - - -	-
Buildings, - - - - -	-
Engines and cars, - - - - -	-
	To be kept in repair by les-
	sees.

The Directors of the West Stockbridge Railroad Corporation refer to their twelfth annual report, (Senate Doc. 1850, No. 30,) for reasons why they are unable to make more complete returns.

SYLVESTER SPENCER,
THOMAS CONE,
SEDGWICK S. COLE,
ERASTUS CROCKER,
HENRY W. TAFT,

Directors.

BERKSHIRE, ss. *January 23, 1851.* Then the above named Sylvester Spencer, Thomas Cone, Sedgwick S. Cole, Erastus Crocker, and Henry W. Taft, made oath that the above certificate, by them subscribed, is, according to their best knowledge and belief, true. Before me,

WILLIAM BACON, *Justice of the Peace.*

SIXTH ANNUAL REPORT
OF THE
WORCESTER AND NASHUA RAILROAD
COMPANY.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled :

The Directors of the Worcester and Nashua Railroad Company respectfully present the sixth annual report of the affairs of the corporation, and the operations of the railroad in the past year, in the accompanying return, made according to the requirements of the law. The statements under the head of the number of miles run by the trains, the number of passengers carried in the cars, and the number of tons of freight, are approximated as near to correctness as is possible. The other statements are believed to be accurate.

Four serious personal accidents have occurred on this railroad in the past year.

May 8.—Patrick Hooper, an Irishman, aged about 35 years, temporarily employed as a brakeman, being heedless of the caution of the conductor against unnecessary exposure by standing on the cars, was killed by coming in contact with a bridge near Oakdale.

May 18.—Warren Hammond, of Worcester, a brakeman, was killed in leaning from the platform of a car as it passed through a bridge.

August.—Knight, of West Boylston, in attempting to enter the cars while in motion, in spite of the warnings and efforts of the conductor to prevent it, grasped the railing of the first car and was thrown under it. The train was slackening speed, at the time, to take him on board, and stopped entirely before the whole train had passed over him. He has since recovered.

September 12.—French, a deaf mute, while walking on the track in Hollis, was struck by the engine and killed. When it was observed that he took no notice of the bell and whistle, every effort was made to stop the train, but this could not be effected till it had passed, after it struck him, to a distance nearly equal to the length of the train.

Since the opening of this railroad there have been no collisions of

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trains on the road, and the instance mentioned above is the only one in which injury has been received by a passenger.

STEPHEN SALISBURY,
GEO. T. RICE,
THOS. CHASE,
JACOB FISHER,
NATH'L P. SMITH,
ISAAC DAVIS,

Worcester and Nashua Railroad Office,
Worcester, 11th January, 1851.

Directors.

Return of the Worcester and Nashua Railroad, under the Act of May 1, 1849, chap. 191, for the year ending 30th November, 1850.

Capital stock, [allowed by charter,]	-	-	\$1,800,000 00
Increase of capital since last report,	-	-	
Capital paid in per last report,	-	-	1,132,472 92
Capital paid in since last report,	-	-	8,760 52
			<hr/>
			1,141,233 44
[Deduct stock taken back from Norwich and Wor. R.]			171,573 67
			<hr/>
Total amount of capital stock paid in,	-	-	969,659 77
Funded debt, per last report,	-	-	262,500 00
Funded debt paid since last report,	-	-	52,000 00
Funded debt, increase of, since last report,	-	-	157,500 00
Total present amount of funded debt,	-	-	368,000 00
Floating debt, per last report,	-	-	67,564 54
Floating debt paid since last report,	-	-	53,414 28
Floating debt, increase of, since last report,	-	-	35,437 25
Total present amount of floating debt,	-	-	49,587 51
Total present amount of funded and floating debt,	-	-	417,587 51
Average rate of interest per annum paid during the year,	-	-	
Maximum amount of debt for each month during the year, viz.: January, \$344,472 06; February, \$345,861 34; March, \$342,141 52; April, \$337,360 63; May, \$465,633 89; June, \$467,419 97; July, \$453,460 42; August, \$442,374 46; September, \$432,362 91; October, \$432,347 26; November, \$417,587 51; December, 1849, \$330,273 93.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	449,832 01
For graduation and masonry paid during the past year,	-	-	2,674 84
Total amount expended for graduation and masonry,	-	-	452,506 85
For wooden bridges, per last report,	-	-	12,335 35
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	12,335 35
Total amount expended for iron bridges, (if any,) -	-	-	
For superstructure, including iron, per last report,	-	-	420,876 29
For superstructure, including iron, paid during the past year,	-	-	

Total amount expended for superstructure, including iron, - - - - -		\$420,424 49
For stations, buildings and fixtures, per last report, -	\$54,707 21	
For stations, buildings and fixtures, paid during the past year, - - - - -	7,061 88	
Total amount expended for stations, buildings and fixtures, - - - - -		61,769 09
For land, land-damages and fences, per last report, -	185,725 86	
For land, land-damages and fences, paid during the past year, - - - - -	4,259 16	
Total amount expended for land, land-damages and fences, - - - - -		189,985 02
For locomotives, per last report, - - - - -	50,208 73	
For locomotives, paid during the past year, - - - - -	201 70	
Total amount expended for locomotives, - - - - -		50,410 43
For passenger and baggage cars, per last report, - - - - -	17,596 00	
For passenger and baggage cars, paid during the past year, - - - - -	16 71	
Total amount expended for passenger and baggage cars, - - - - -		17,612 71
For merchandise cars, per last report, - - - - -	48,402 98	
For merchandise cars, paid during the past year, - - - - -	397 83	
Total amount expended for merchandise cars, - - - - -		48,800 81
For engineering [and other expenses,] per last report, -	121,842 64	
For engineering [and other expenses, including discount on bonds, past year,] - - - - -	34,510 27	
Total amount expended for engineering, [and other expenses,] - - - - -		156,352 91
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		1,410,197 66

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	45 69-100 miles.
Length of single main track, - - - - -	45 69-100 miles.
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4 936-5280 miles.
Weight of rail per yard in main road, - - - - -	57½ lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	48 48-100 feet for 3 44-100 miles, except terminus at Worcester, 52 8-10 feet for 800 feet, and at Nashua, 49 632-1000 feet for 3100 feet.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	1151 31-100 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	1146 feet for 86-100 mile, excepting curve at Groton Centre, and terminus at Worcester.

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Shortest radius of curvature, with length of curve in branch roads, - - -		
Total degrees of curvature in main road, - -		2110° 47'.
Total degrees of curvature in branch roads, - -		
Total length of straight line in main road, - -		31 miles.
Total length of straight line in branches, - -		
Aggregate length of wooden truss bridges, - -		559 feet.
Aggregate length of all other wooden bridges, - -		335 feet.
Aggregate length of iron bridges, - -		
Whole length of road unfenced on both sides, - -		
Number of public ways crossed at grade, - -		49
Number of railroads crossed at grade, - -		3
Remarks, - - -		
Way stations for express trains, - - -		
Way stations for accommodation trains, - - -		
Flag stations, - - -		
Whole number of way stations, - - -		13
Whole number of flag stations, - - -		2
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -		88,366
Miles run by freight trains, - - -		30,870
Miles run by other trains, - - -		7,934
Total miles run, [not including 9119 miles run by W. and N. engines on Fitch. and Wor. Railroad,]		
Number of passengers carried in the cars, - -		186,723
Number of passengers carried one mile, - -		2,871,123
Number of tons of merchandise carried in the cars, - -		57,547
Number of tons of merchandise carried one mile, - -		1,558,136
Number of passengers carried one mile, to and from other roads, - - -		
No. of tons carried one mile, to and from other roads, - -		670,810
Rate of speed adopted for express passenger trains, including stops, - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, - -		
Rate of speed adopted for accommodation trains, - -		23 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - -		Speed varies from 23 to 30 miles per hour, including stops, according to the necessity of waiting for trains of various roads, and making connections with trains of other roads.
Average rate of speed actually attained by special trains, including stops and detentions, - -		
Average rate of speed adopted for freight trains, including stops and detentions, - -		10 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -		2,500,224
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -		3,429,359
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -		\$8,526 13
For repairs of wooden bridges, - -		39 03
For renewals of iron, including laying down, - -		
For wages of switchmen, av. per mo., \$	Total,	1,880 12
For wages of gate-keepers, av. per mo., \$		
For wages of signal-men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		

Number of men employed, exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	\$39 76 *	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	5 67	
Total for maintenance of way, - - -		\$10,490 71
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	7,882 92	
For new locomotives to cover depreciation, - - -		
For repairs of passenger cars, - - -	2,619 40	
For new passenger cars, to cover depreciation, - - -		
For repairs of merchandise cars, - - -	2,337 90	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -	323 63	
Total for maintenance of motive power and cars, - - -		13,163 85
Number of engines, - - -	7	
Number of passenger cars, - - -	6	
Number of baggage cars, - - -	5	
Number of merchandise cars, - - -	125, counting 8 wheels as 2	
Number of gravel cars, - - -	20	[cars.]
MISCELLANEOUS.		
For fuel used by engines during the year, viz.,	17,989 65	
Wood, - - -		
Coal, - - -		
For oil used by cars and engines, - - -	1,889 86	
For waste and other material for cleaning, - - -	278 73	
For salaries, wages and incidental expenses chargeable to passenger department, - - -	11,789 20	
For salaries, wages and incidental expenses chargeable to freight department, - - -	10,346 45	
For gratuities and damages, - - -	35 00	
For taxes and insurance, - - -	628 12	
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	762 48	
For interest, - - -	21,038 43	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	7,689 78	
Total miscellaneous, - - -		72,447 70
Total expenditures for working the road, - - -		96,102 28
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned by company, - - -	86,217 35	
2. To and from other roads, specifying what, - - -		
<i>For freight:—</i>		
1. On main road and branches owned by company, - - -	51,127 16	
2. [Express,] - - -	1,500 00	

* This item embraces only wages of extra men employed in shoveling snow, &c.

256 WORCESTER AND NASHUA RAILROAD.

U. S. mails,	-	-	-	-	-	\$2,132 27	
Rents,	-	-	-	-	-	1,976 52	
[Miscellaneous,]	-	-	-	-	-	1,485 30	
Total income,	-	-	-	-	-		\$144,438 60
Net earnings, after deducting expenses,	-	-	-	-	-		48,336 84
DIVIDENDS.							
2½ per cent. Total, [on 12,676 shares,]	-	-	-	-	-		28,521 00
Surplus [of last six months] not divided,	-	-	-	-	-	3,958 79	
Surplus last year,	-	-	-	-	-	Was applied to debts.	
Total surplus,	-	-	-	-	-		
ESTIMATED DEPRECIATION BEYOND THE RENEW-							
ALS, VIZ.:							
Road and bridges,	-	-	-	-	-		
Buildings,	-	-	-	-	-		
Engines and cars,	-	-	-	-	-		

WORCESTER, ss. *January 11, A. D. 1851.* Then personally appeared the before-named Stephen Salisbury, George T. Rice, Thomas Chase, Jacob Fisher, Nathaniel P. Smith, and Isaac Davis, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief. Before me,

WM. S. BARTON, *Justice of the Peace.*

We, the subscribers, Commissioners of the Worcester and Nashua Railroad Company, appointed by the Governors of the States of Massachusetts and New Hampshire, having examined the foregoing report, believe it to be correct, and approve the same.

A. H. BULLOCK,

Commissioner for Massachusetts.

ISAAC HUNT,

Commissioner for New Hampshire.

At a meeting of the Commissioners of the Worcester and Nashua Railroad Company, at the office of the company, in Worcester, on the 17th day of January, A. D. 1851, for the purpose of investigating the accounts and expenditures made by said company, and for deciding what sums of expenditure, made by said company, are applicable to that part of said road, lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the state of New Hampshire; and, having examined the accounts of said company, we find that the total expenditures for construction, to the 30th of November, 1850, inclusive, is - - - - - \$1,410,197 66

ANNUAL REPORT.

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Of this amount, the cost of construction and equipment, we apportion as follows, viz. :—

To Massachusetts,	\$1,282,691 04	
To New Hampshire,	127,506 62	
	<hr/>	\$1,410,197 66

RECEIPTS.

The whole amount of receipts, from December 1, 1849, to November 30, 1850, inclusive, were as follows, viz. :—

For transportation of passengers,	\$86,217 35	
For transportation of merchandise,	51,127 16	
For mail service,	2,132 27	
For rents,	1,976 52	
For express,	1,500 00	
For miscellaneous receipts,	1,485 30	
	<hr/>	\$144,438 60

Of which amount, we apportion as follows, viz. :—

Massachusetts,	\$123,479 35	
New Hampshire,	20,959 25	
	<hr/>	\$144,438 60

EXPENSES.

Maintenance of way,	\$8,526 13	
Repairs of locomotives,	7,882 92	
Repairs of passenger cars,	2,619 40	
Repairs of merchandise cars,	2,337 90	
Repairs of gravel and other cars,	323 63	
Repairs of bridges,	39 03	
Wages switchmen, watchmen, &c.,	1,860 12	
Removing snow and ice,	39 76	
Repairs of fences,	5 67	
Fuel,	17,989 65	
Oil and tallow,	1,889 86	
Waste,	278 73	
Passenger expenses,	11,789 20	
Freight,	10,346 45	
Gratuities and damages,	35 00	
Taxes and insurance,	628 12	
Repairs of buildings, &c.,	762 48	
Interest paid on debt of the company,	21,038 43	
General expenses, including salaries,	7,689 78	
	<hr/>	\$96,102 26

The above amount we apportion as follows, viz. :—

To Massachusetts,	-	-	-	-	\$82,157 02	
To New Hampshire,	-	-	-	-	13,945 24	
					<hr/>	\$96,102 26

The whole length of the road is 45 69-100 miles.

That part lying in Massachusetts, is 39 6-100 miles.

That part lying in New Hampshire, is 6 63-100 miles.

Said commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures in Massachusetts and New Hampshire, respectively, agreeable to the act of said State of Massachusetts, creating the Worcester and Nashua Railroad Company, and the act of the state of New Hampshire, uniting the Nashua and Groton Railroad Corporation with the Worcester and Nashua Railroad Company.

All of which is respectfully submitted,

A. H. BULLOCK,

Commissioner for Massachusetts.

ISRAEL HUNT,

Commissioner for New Hampshire.

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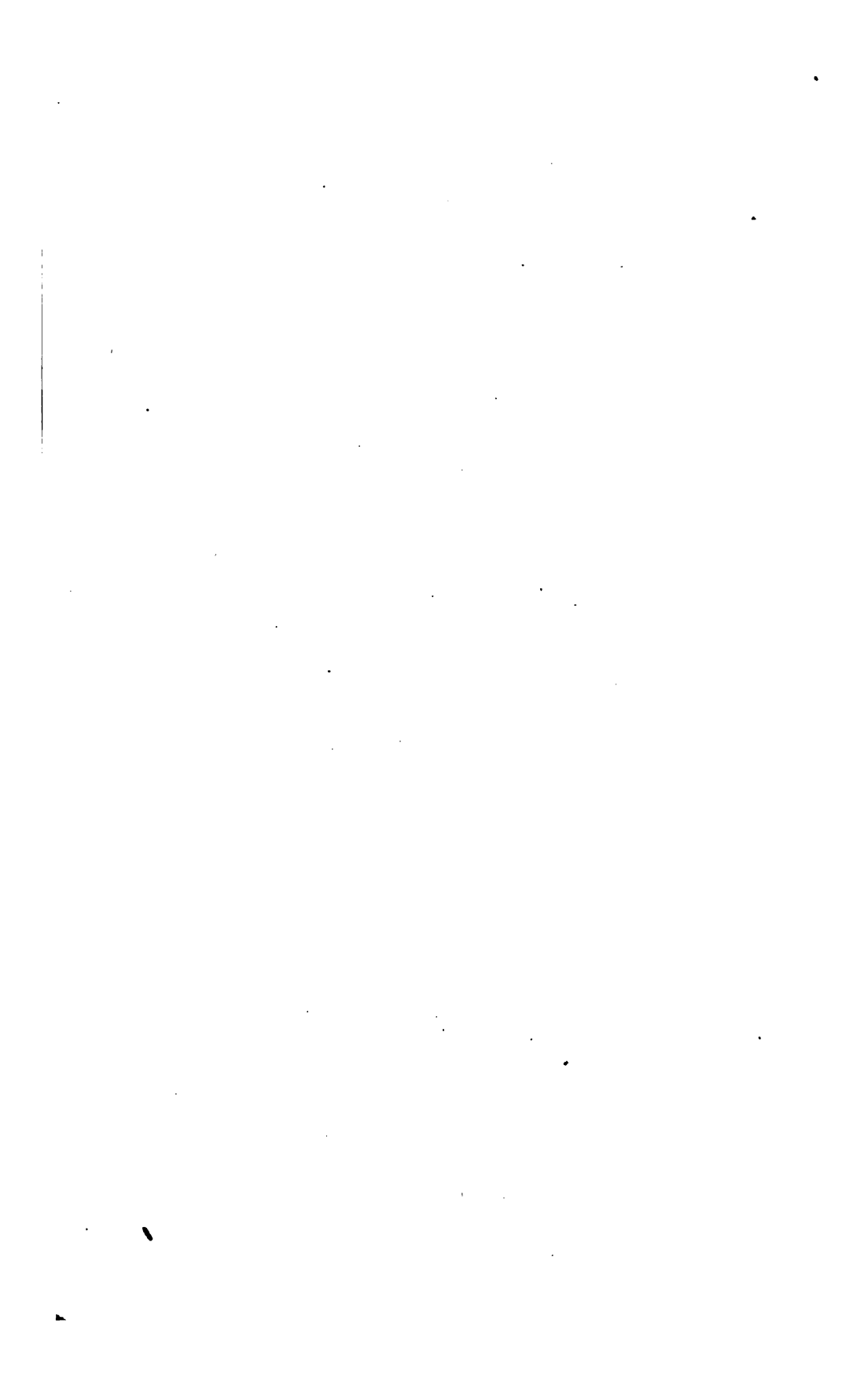
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ANNUAL REPORTS
OF THE
RAILROAD CORPORATIONS
IN THE
STATE OF MASSACHUSETTS,
FOR
1851.

TO WHICH IS ADDED
AN ABSTRACT OF SAID RETURNS
PREPARED BY THE
SECRETARY OF THE COMMONWEALTH.

BOSTON:
DUTTON & WENTWORTH, STATE PRINTERS,
NO. 37, CONGRESS STREET.
1852.



RAILROAD CORPORATIONS.

THIRTEENTH ANNUAL REPORT

OF THE

BERKSHIRE RAILROAD COMPANY.

Return of the Berkshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$600,000 00
Increase of capital since last report, - - - - -	None.
Capital paid in per last report, - - - - -	600,000 00
Capital paid in since last report, - - - - -	None.
Total amount of capital stock paid in, - - - - -	600,000 00
Funded debt, per last report, - - - - -	None.
Funded debt paid since last report, - - - - -	do
Funded debt, increase of, since last report, - - - - -	do
Total present amount of funded debt, - - - - -	do
Floating debt, per last report, - - - - -	do
Floating debt paid since last report, - - - - -	do
Floating debt, increase of, since last report, - - - - -	do
Total present amount of floating debt, - - - - -	do
Total present amount of funded and floating debt, - - - - -	do
Average rate of interest per annum paid during the year, - - - - -	do

COST OF ROAD AND EQUIPMENT.

[Are under lease to Housatonic Railroad Company, who pay all expenses of repairs and renewal.]

For superstructure, including iron, paid during the past year, - - - - -	500,000 00
For passenger and baggage cars, paid during the past year, - - - - -	100,000 00
Total cost of road and equipment, - - - - -	600,000 00

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	} 21 miles, 11 chains.
Length of single main track, - - - - -	
Length of double main track, - - - - -	
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	None, except turnouts.
Weight of rail per yard in main road, - - - - -	None.
Shortest radius of curvature, with length of curve in main road, - - - - -	56 lbs.
Number of public ways crossed at grade, - - - - -	872 to 1090—1 mile, 2 ch.
Number of railroads crossed at grade, - - - - -	Twenty three.
	None.

BERKSHIRE RAILROAD.

Way stations for express trains, - - -	No express trains.
Way stations for accommodation trains, - - -	Four.
Flag stations, - - -	Three.
Whole number of way stations, - - -	Four.
Whole number of flag stations, - - -	Three.
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	22,812
Miles run by freight trains, - - -	24,369
Miles run by other trains, - - -	953
Total miles run, - - -	48,134
Number of passengers carried in the cars, - - -	56,128
Number of passengers carried one mile, - - -	866,976
Number of tons of merchandise carried in the cars, - - -	20,855
Number of tons of merchandise carried one mile, - - -	344,102
Number of passengers carried one mile, to and from other roads, - - -	762,000
Rate of speed adopted for accommodation trains, - - -	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	25 do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	19 do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	269,568
Estimated weight in tons of merchandise cars, not including freight,) hauled one mile, - - -	344,102
EXPENDITURES FOR WORKING THE ROAD.	
[The Housatonic Railroad Company pay all expenses and do not keep separate accounts for this road.]	
MOTIVE POWER AND CARS.	
[As above.]	
Number of Engines, - - -	Six.
Number of passenger cars, - - -	Four.
Number of merchandise cars, - - -	80—8 wheeled.
MISCELLANEOUS.	
[As above.]	
For salaries of president, treasurer, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	\$560 00
INCOME DURING THE YEAR.	
[By terms of the lease, 7 per cent. on cost of road and equipment.]	
Total Income, - - -	42,000 00
Net earnings, after deducting expenses. [Expenses of the Company are paid by the income of stock owned by the Company.]	
DIVIDENDS.	
7 per cent. Total, - - -	\$42,000,—payable quarterly.
Total surplus, - - -	None.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
[To be kept in repair by lessees.]	

THIRTEENTH ANNUAL REPORT.

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C. W. HOPKINS,
JNO. ELIOT THAYER,
I. SUMNER,

Directors.

BERKSHIRE, ss. *January 3, 1852.* Then personally appeared the said Charles W. Hopkins, and Increase Sumner, and made oath to the truth of the foregoing return.

Before me,

ISAAC SULLY, *Justice of the Peace.*

SUFFOLK, ss. *Boston, January 15, 1852.* Then personally appeared the said John Eliot Thayer and made oath to the truth of the within report, signed by him.

Before me,

WM. W. GREENOUGH, *Justice of the Peace.*

FIFTH ANNUAL REPORT.
OF THE
BOSTON, BARRE, AND GARDNER RAILROAD
COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

The Directors of the Boston, Barre, and Gardner Railroad Company, would respectfully represent that by the act of the last Legislature, in addition to their act of incorporation, they are required to obtain a new subscription to the capital stock of said Company, to the amount of six hundred thousand dollars, to enable them to construct their road from Worcester to Gardner. That in consequence of the great scarcity of money in this vicinity, which has rendered it difficult for business men to fulfil their business engagements, and forbade them from engaging in any new enterprise, the Directors have considered it not expedient to attempt the obtaining so large a subscription until the pressure on the money market, in some degree, was relieved. They would add, that they have full confidence in the benefits to be derived to the public from the accomplishment of this enterprise, as well as to individuals, and are disposed to take measures for the completion of the work, committed to them, as soon as circumstances will permit.

JOHN W. LINCOLN,
W. A. WHEELER,
JOHN BROOKS,
WM. T. MERRIFIELD,
STEPHEN SALISBURY,
HORATIO N. TOWER,
JOAB S. HOLT,

Worcester, December 30, 1851.

FIFTH ANNUAL REPORT.

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WORCESTER, ss. *December 30th*, 1851. Then personally appeared, before me, John W. Lincoln, W. A. Wheeler, John Brooks, William T. Merrifield, Stephen Salisbury, Horatio N. Tower, and Joab S. Holt, and made oath, that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief.

CALEB DANA, *Justice of the Peace.*

TWENTY-FIRST ANNUAL REPORT
OF THE
BOSTON & LOWELL RAILROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Lowell Railroad Corporation do hereby make the Twenty-First Annual Report of their acts and doings, under their act of incorporation, in the within Return, according to the form prescribed by the Legislature.

Return of the Boston and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$1,830,000 00
Capital paid in per last report, - - - - -	\$1,830,000 00	
Total amount of capital stock paid in, - - - - -		1,830,000 00
Floating debt, per last report, - - - - -	40,600 00	
Floating debt, increase of, since last report, - - - - -	480 00	
Total present amount of floating debt, [unpaid dividends, including \$1,080 unpaid dividends,] - - - - -	41,080 00	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$80,000; February, \$80,000; March, \$40,000; April, \$40,000; May, \$40,000; June, \$40,000; July, \$40,000; August, \$40,000; September, \$40,000; October, \$40,000; November, \$40,000; December, \$40,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	383,708 51	
Total amount expended for graduation and masonry, - - - - -		383,708 51
For wooden bridges, per last report, - - - - -	41,507 66	
Total amount expended for wooden bridges, - - - - -		41,507 66
For superstructure, including iron, per last report, - - - - -	330,615 48	
Total amount expended for superstructure, including iron, - - - - -		330,615 48
For stations, buildings and fixtures, per last report, - - - - -	757,100 26	
Total amount expended for stations, buildings and fixtures, - - - - -		757,100 26
For land, land-damages and fences, per last report, - - - - -	215,665 73	
Total amount expended for land, land-damages and fences, - - - - -		215,665 73
For locomotives, per last report, - - - - -	84,801 76	
Total amount expended for locomotives, - - - - -		84,801 76
For passenger and baggage cars, per last report, - - - - -	34,204 75	

Total amount expended for passenger and baggage cars, - - - - -		\$34,204 75
For merchandise cars, per last report, - - - - -	\$56,338 85	
Total amount expended for merchandise cars, - - - - -		56,338 85
For engineering, per last report, [including "agencies and other expenses," no division being practicable of these items,] - - - - -	41,703 68	
Total amount expended for engineering, - - - - -		41,703 68
Total cost of road and equipment, - - - - -		1,945,646 68

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	25½ miles and 59 71-100 ft.
Length of single main track, - - - - -	None.
Length of double main track, - - - - -	25½ miles and 59 71-100 ft.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	{ 1½ miles and 585 33-100 feet. Single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	12 72-100 miles.
Weight of rail per yard in main road, - - - - -	{ 42 1-10 ms., 56 lbs. per yd.; 8 65-100 ms., 63 lbs. pr yd.; 75-100 ms., 60 lbs. per yd. 56 lbs. per yard.
Weight of rail per yard in branch roads, - - - - -	
Maximum grade, with its length in main road, [except 1500 feet, of 30 feet per mile, grade rising from the depot at Lowell,] - - - - -	{ 10 feet per mile, for 6 28-100 miles.
Maximum grade, with its length in branch roads, - - - - -	54 ft. per mile for 5000 ft.
Total rise and fall in main road, - - - - -	189 93-100 feet.
Total rise and fall in branch roads, - - - - -	73 54-100 "
Shortest radius of curvature, with length of curve in main road, [except about 900 feet, of 1200 feet radius, at the depot at Lowell,] - - - - -	{ 2800 feet radius, 1694½ feet long.
Shortest radius of curvature, with length of curve in branch roads, [except two short curves, of 500 and 900 feet radius, at the Woburn depot.] - - - - -	{ 1975 feet radius, 662 feet long.
Total degrees of curvature in main road, - - - - -	665° 1' 42".
Total degrees of curvature in branch roads, - - - - -	107° 40'.
Total length of straight line in main road, - - - - -	18½ miles, 824 feet.
Total length of straight line in branches, - - - - -	1½ " 491 "
Aggregate length of wooden truss bridges, - - - - -	54 feet.
Aggregate length of all other wooden bridges, [not including those for common roads over the railroad,] - - - - -	2455 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, [exclusive of road crossings, and bridges and embankments across water,] - - - - -	1143 feet.
Number of public ways crossed at grade, - - - - -	{ Thirteen,—11 on main road, 2 on branch road.
Number of railroads crossed at grade, - - - - -	2
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	9
Flag stations, - - - - -	11
Whole number of way stations, - - - - -	{ as above.
Whole number of flag stations, - - - - -	

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - - -	162,120
Miles run by freight trains, - - - - -	70,383

Miles run by other trains, - - - -	18,105	
Total miles run, - - - -		250,558
Number of passengers carried in the cars, - -	569,784	
Number of passengers carried one mile, - -		8,968,904
Number of tons of merchandise carried in the cars, -	249,468	
Number of tons of merchandise carried one mile, -		6,140,947
Number of passengers carried one mile, to and from other roads, - - - -		2,067,100
Number of tons carried one mile, to and from other roads, - - - -		3,345,375
Rate of speed adopted for express passenger trains, including stops, - - - -	32½ miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	31 15-100 miles per hour.	
Rate of speed adopted for accommodation trains, -	25 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	24 " "	
Average rate of speed actually attained by special trains, including stops and detentions, - -	19 7-100 " "	
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	12 " "	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	6,069,772.80	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	6,593,718.75	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$28,946 60	
For repairs of wooden bridges, - - - -	2,095 70	
For renewals of iron, including laying down, - -	13,565 35	
For wages of switchmen, average per month, \$32.50,		Total } 5,867 33
For wages of gate-keepers, average per month, \$28.46,		
For wages of signal men, average per month, \$28.00,		
For wages of watchmen, average per month, \$30.00,		
Number of men employed, exclusive of those engaged in construction, [taking an average of irregular hands,] - - - -	292	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	1,035 64	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	1,027 59	
Total for maintenance of way, - - - -		\$52,538 21

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - -	28,287 71	
For new locomotives, to cover depreciation, - -	8,000 00	
For repairs of passenger cars, - - - -	13,144 58	
For repairs of merchandise cars, - - - -	4,111 52	
For repairs of gravel and other cars, - - - -	371 83	
Total for maintenance of motive power and cars, -		53,915 64
Number of engines, - - - -	22	
Number of passenger cars, [22 8-wheel, 1 6-wheel, and 3 4-wheel,] - - - -		48 four-wheel.
Number of baggage cars, [3 8-wheel & 6 4-wheel,] -	12 " "	
Number of merchandise cars, - - - -	258 " "	
Number of gravel cars, - - - -	18 " "	

TWENTY-FIRST ANNUAL REPORT.

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MISCELLANEOUS.	
For fuel used by engines during the year, viz.,	
Wood, [includ. cost on account of water, \$197 51.]	\$47,760 49
For oil used by cars and engines, - - - - -	2,641 41
For waste and other material for cleaning, [\$521 96, included in cost for motive power and cars.]	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	21,128 44
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	43,939 95
For gratuities and damages, - - - - -	3,944 64
For taxes and insurance, [Insurance, \$192,] - - - - -	3,359 58
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	15,960 05
For interest, - - - - -	993 85
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	21,847 41
Total miscellaneous, - - - - -	\$161,575 82
Total expenditures for working the road, - - - - -	268,029 67

INCOME DURING THE YEAR.

*For passengers:—

1. On main road, including branches owned by company, - - - - -	}	174,240 87
2. To and from other roads, specifying what, - - - - -		

* The receipts from the business of the road for the past year have been as follows:—

FROM PASSENGERS.	
Boston and Lowell Railroad, - - - - -	\$137,232 25
In connection with Nashua Railroad, - - - - -	12,671 08
" " " Concord Railroad, - - - - -	7,805 64
" " " Northern Railroad, - - - - -	2,793 02
" " " B., Concord and Montreal Railroad, - - - - -	4,120 95
" " " Vermont Central Railroad, - - - - -	4,012 31
" " " Passumpsic Railroad, - - - - -	3,227 95
" " " Claremont Railroad, - - - - -	1,174 15
" " " Contoocook Railroad, - - - - -	1,038 50
" " " N. H. Central Railroad, - - - - -	165 02
	\$174,240 87
FROM FREIGHT.	
Boston and Lowell Railroad, - - - - -	\$119,896 31
In connection with Nashua Railroad, - - - - -	14,891 48
" " " Concord Railroad, - - - - -	24,358 84
" " " Northern Railroad, - - - - -	8,944 22
" " " Boston, Concord, and Montreal Railroad, - - - - -	9,140 84
" " " †Vermont Central Railroad, - - - - -	22,011 16
" " " Passumpsic River Railroad, - - - - -	15,037 43
" " " Stony Brook Railroad, - - - - -	2,402 01
" " " Wilton Railroad, - - - - -	5,050 58
" " " Claremont Railroad, - - - - -	2,933 74
" " " Contoocook Railroad, - - - - -	1,387 38
Carrying Mails, Expresses, &c., - - - - -	8,858 02
	\$234,912 01
Total Amount of Receipts,	\$409,152 88

† Includes Vermont and Canada, Ogdensburg and Champlain, and St. Lawrence Railroads.

<i>For freight :—</i>		
1. On main road and branches owned by com-	}	
pany, - - - - -		\$226,053 99
2. To and from other connecting roads, - - -		
U. S. mails, - - - - -		\$3,865 49
[Expresses and miscellaneous,] - - - - -		4,513 65
Rents, - - - - -		478 88
		8,858 02
Total income, - - - - -		409,152 88
Net earnings, after deducting expenses, - - -		141,123 21
DIVIDENDS.		
Per cent. Total, [Two of 4 per cent. each,] - - -		146,400 00
Divided, above net earnings for the year, - - -		5,276 79
Surplus last year, - - - - -		161,969 78
		156,712 99
Surplus carried forward, - - - - -		
From which is to be deducted the dividend of 4 per		
cent., payable January 1, 1852, - - - - -		73,200 00
		83,512 99
ESTIMATED DEPRECIATION BEYOND THE RENEW-		
ALS, VIZ. :		
Road and bridges, - - - - -	}	Nothing.
Buildings, - - - - -		
Engines and cars, - - - - -		

The following "fatal accidents and serious injuries" have occurred on the Boston and Lowell Railroad, during the year ending November 30th 1851 :—

February 3.—Quinn Sullivan, whilst walking on the track in Somerville, was run over by a passenger train, and so much injured that he died on the 9th of the same month. The coroner's jury, in this case, exonerated the railroad corporation from blame.

May 9.—James Gage, employed by this corporation in the department of loading merchandise, whilst moving freight cars in the depot yard at Boston, fell from the top of one of them, and broke his wrist, and dislocated his foot.

August 23.—Timothy Flanders, a merchandise brakeman, in the employment of the Concord Railroad Company, whilst passing over the road on the Lowell freight train, was induced from a sudden disarrangement in the loading of a platform car, on which he was, to jump from it when in motion ; in doing this, he broke his leg.

September 30.—A boy named Thomas Brown, in crossing the railroad track in Medford, in front of a passenger train, not seen by him, was run over and instantly killed. The coroner's jury, in this case, attached no blame to the railroad corporation.

All which is respectfully submitted,

WM. STURGIS,
JOSEPH TILDEN,
GEO. W. LYMAN,
EBEN. CHADWICK,
Directors.

Boston, November 30, 1851.

SUFFOLK, ss, *January 7, 1852.* Then personally appeared the above named William Sturgis, Joseph Tilden, George W. Lyman, and Ebenezer Chadwick, and severally made oath, that the foregoing declarations, by them subscribed, is, according to their best knowledge and belief, true.

Before me, J. THOMAS STEVENSON, *Justice of the Peace.*

SEVENTEENTH ANNUAL REPORT
OF THE
BOSTON AND MAINE RAILROAD.

Return of the Boston and Maine Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -	\$4,155,700 00	
Increase of capital since last report, - - -	Nothing.	
Capital paid in per last report, - - -	3,969,094 52	
Capital paid in since last report, - - -	95,205 00	
Total amount of capital stock paid in, - - -		\$4,064,299 52
Funded debt, per last report, - - -	153,000 00	
Funded debt paid since last report, - - -	3,000 00	
Funded debt, increase of, since last report, - - -	Nothing.	
Total present amount of funded debt, - - -		150,000 00
Floating debt, per last report, - - -	7,000 00	
Floating debt paid since last report, - - -	7,000 00	
Floating debt, increase of, since last report, - - -	Nothing.	
Total present amount of floating debt, - - -	Nothing.	
Total present amount of funded and floating debt, - - -		150,000 00
Average rate of interest per annum, paid during the year, - - - - -	5 0062-10,000 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$7,000; February, \$7,000; March, \$7,000; April, \$7,000; May, \$7,000; June, \$7,000; July, \$6,600; August, \$6,600; September, nothing; October, nothing; November, nothing; December, nothing.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	881,513 35	
For graduation and masonry paid during the past year, - - - - -	342 50	
Total amount expended for graduation and masonry, - - -		881,855 85
For wooden bridges, per last report, - - -	364,412 37	
For wooden bridges paid during the past year, - - -	740 79	
Total amount expended for wooden bridges, - - -		365,153 16
Total amount expended for iron bridges, (if any,) - - -	Nothing.	
For superstructure, including iron, per last report, - - -	984,523 89	
For superstructure, including iron, paid during the past year, - - - - -	Nothing.	
Total amount expended for superstructure, including iron, - - - - -		984,523 89
For stations, buildings and fixtures, per last report, - - -	472,135 44	
For stations, buildings and fixtures, paid during the past year, - - - - -	35,284 00	
Total amount expended for stations, buildings and fixtures, - - - - -		507,419 44

For land, land-damages and fences, per last report,	\$743,103 58	
For land, land-damages and fences, paid during the past year,	2,802 62	
Total amount expended for land, land damages and fences,		\$745,906 20
For locomotives, per last report,	138,400 00	
For locomotives paid during the past year, [less amount charged for depreciation,]	6,100 00	
Total amount expended for locomotives,		144,500 00
For passenger and baggage cars, per last report,	64,590 00	
For passenger and baggage cars, paid during the past year, [Nothing. Charged off, \$1,045 depreciation,]	1,045 00	
Total amount expended for passenger and baggage cars,		63,545 00
For merchandise cars, per last report,	101,107 70	
For merchandise cars, paid during the past year,	24,052 30	
Total amount expended for merchandise cars,		125,160 00
For engineering paid during the past year,	86 18	
Total amount expended for engineering,	Unknown.	
For agencies and other expenses, per last report, [and engineering,]	271,820 26	
For agencies and other expenses, paid during the past year,	482 50	
Total amount expended for agencies and other expenses,		272,388 94
Total cost of road and equipment,		4,090,452 48

CHARACTERISTICS OF ROAD.

Length of road,	74	26-100 miles.
Length of single main track,	46	47-100 "
Length of double main track,	27	79-100 "
Length of branches owned by the company, stating whether they have a single or double track,	8	79-100 " of which 1 } 04-100 are double.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	17	46-100 miles.
Weight of rail per yard in main road,		Nearly 3 miles of 48 lbs.; balance, 56 and 60 lbs.
Weight of rail per yard in branch roads,		48 to 60 lbs.
Specify the different weights per yard,		48, 56, 60 lbs. [miles.
Maximum grade, with its length in main road,	47½	feet per mile for 77-100
Maximum grade, with its length in branch roads,	36	feet for 1 41-100 miles.
Total rise and fall in main road,		1498 feet.
Total rise and fall in branch roads,		146 feet.
Shortest radius of curvature, with length of curve in main road,		Rad. 1050 ft.; length 1150 ft.
Shortest radius of curvature, with length of curve in branch roads,		Rad. 573 ft.; length 218 ft.
Total degrees of curvature in main road,		1988 degrees.
Total degrees of curvature in branch road,		456½ "
Total length of straight line in main road,		49 73-100 miles.
Total length of straight line in branches,		5 81-100 "
Aggregate length of wooden truss bridges,		2612 feet.
Aggregate length of all other wooden bridges,		7007 "
Aggregate length of iron bridges,		Nothing.
Whole length of road unfenced on both sides,		3 20-100 miles.
Number of public ways crossed at grade,		92

Number of railroads crossed at grade, - -	3	
Remarks, [Nine railroad bridges over highways, and twenty-six highway bridges over railroad.]		
Way stations for express trains, - -	3	
Way stations for accommodation trains, - -	15	
Flag stations, - -	17	
Whole number of way stations, - -	15	
Whole number of flag stations, - -	17 = 32 stations.	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - -	340,863	
Miles run by freight trains, - -	87,863	
Miles run by other trains, - -	33,131	
Total miles run, - -		461,856
Number of passengers carried in the cars, - -	1,449,421	
Number of passengers carried one mile, - -	23,513,081	
Number of tons of merchandise carried in the cars, - -	156,700	
Number of tons of merchandise carried one mile, - -	4,632,473	
Number of passengers carried one mile, to and from other roads, - -	9,520,449	
Number of tons carried one mile, to and from other roads, - -	1,021,840	
Rate of speed adopted for express passenger trains, including stops, - -	39 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - -	36 " "	
Rate of speed adopted for accommodation trains, - -	24 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	23 " "	
Average rate of speed actually attained by special trains, including stops and detentions, - -	20 " "	
Average rate of speed adopted for freight trains, including stops and detentions, - -	11 " "	
Estimated weight in tons of passenger and baggage cars, (not including passengers,) hauled one mile, - -	8,347,060	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	8,033,223	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$54,521 79	
For repairs of wooden bridges, - -	760 02	
For renewals of iron, not including laying down, - -	14,679 79	
For wages of switchmen, average per month, - -	\$469 26 \$5631 14	
For wages of gate-keepers, average per month, - -	177 73 2132 84	
For wages of signal-men, average per month, - -	99 33 1192 00	
For wages of watchmen, average per month, - -	445 32 5343 93	
Number of men employed, exclusive of those engaged in construction, - -	494	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - -	828 50	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	1,691 33	
Total for maintenance of way, - -		86,781 34

SEVENTEENTH ANNUAL REPORT.

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MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -	\$21,475 86	
For repairs of passenger cars, - - - -	10,428 89	
For repairs of merchandise cars, - - - -	4,184 33	
For repairs of gravel and other cars, - - - -	245 91	
Total for maintenance of motive power and cars, - - - -		\$36,334 99
Number of engines, - - - -	28	
Number of passenger cars, - - - -	35	
Number of baggage cars, - - - -	14	
Number of merchandise cars, [long and short, equal to,] - - - -	530 short.	
Number of gravel cars, - - - -	49	
MISCELLANEOUS.		
For fuel used by engines during the year, viz., [as below,] - - - -	65,597 68	
Wood, - - - - \$64,964 08		
Coal, - - - - 633 60		
For oil used by cars and engines, - - - -	7,787 83	
For waste and other material for cleaning, - - - -	1,273 84	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	47,508 57	
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	29,785 99	
For gratuities and damages, - - - -	1,193 67	
For taxes and insurance, - - - -	11,887 58	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	5,777 59	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	11,139 32	
Total miscellaneous, - - - -		181,952 07
Total expenditures for working the road, - - - -		305,068 40
INCOME DURING THE YEAR.		
<i>For passengers :-</i>		
1. On main road, including branches owned by company, - - - -	285,220 99	
2. To and from other roads, specifying what,* - - - -	123,594 61	408,815 60
<i>For freight :-</i>		
1. On main road and branches owned by company, - - - -	161,118 82	
2. To and from other connecting roads,* - - - -	31,455 83	192,574 65
U. S. mails, - - - -	6,048 79	
Rents, [interest and miscellaneous receipts,] - - - -	15,206 85	

* INCOME TO AND FROM OTHER ROADS.

		PASSENGERS.	FREIGHT.
Manchester and Lawrence, and roads connecting therewith, part for 12 and part for 6 months, - - - -		\$15,327 96	\$13,093 49
South Reading Branch, 12 mos. - - - -		12,003 30	8,128 53
Salem and Lowell, 5 mos. - - - -		2,233 24	104 16
Cocheco, 12 mos. - - - -		4,778 37	6,527 30
Great Falls and Conway, 12 mos. - - - -		3,916 18	3,294 56
Portsmouth and Concord, 12 mos. - - - -		3,764 20	192 19
Portland, Saco and Portsmouth, way 12 mos. - - - -		8,069 38	
" " " " through 12 mos. - - - -		72,391 94	
Newburyport and Georgetown, - - - -		1,120 04	115 60
		\$123,594 61	\$31,455 83

[Portland, Saco and Portsmouth Railroad, our part of surplus,] - - - - -		\$10,449 26.	
Total income, - - - - -			\$633,095 15
Net earnings, after deducting expenses, - - -			328,026 75
DIVIDENDS.			
Per cent. Total, [3½ per cent in July and 3½ per cent. in January—in all, 7 per cent.] - - -			290,899 00
Surplus not divided, [last year, \$77,272 11—less paid for freight-houses and goods burnt, \$65,902 45,*] - - - - -		11,369 66	
Surplus last year, - - - - -		45,293 35	
Surplus earned this year, - - - - -		28,369 66	
Total surplus, - - - - -			85,032 67
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.			
Road and bridges, } Provided for by repairs, &c. See	[as appraised and charged off on the books of the company,] - - -	4,456 08	
Buildings, } Expenditures for Working, &c.			
Engines and cars, }			
[Loss on cotton burnt, and suspense account for doubtful demands on ticket and freight accounts,] - - -		4,302 01	8,758 09
[Net earnings after deducting depreciation, &c.] - - -			319,268 66

The following fatal accidents have occurred on this road during the past year :—

January 30.—Thaddeus Abbott, for some years past conductor of the Lawrence freight train, was instantly killed by falling off the train at South Reading; nearly the whole train passing over his body.

March 12.—William Colby was killed at Dover, while attempting to get on a train after it had started.

May 15.—James R. Twombly, of Melrose, was instantly killed while walking on the track near "Boardman's Crossing;" being struck by the engine attached to the South Reading Branch train.

May 28.—An insane man was found dead on the track in Bradford, and was probably killed by a passenger train the previous evening.

July 3.—Daniel Góokin, fireman on engine "Norris," while oiling the cylinders, as the train was approaching Malden Station, fell off, and was so badly injured that he died next day.

August 19.—Joseph Chamberlain, Jr., Brakeman on the South Reading Branch train, was instantly killed, near the freight house in Boston, while looking backward from the train on which he was; being struck by the Manchester train coming into passenger station.

* This amount is believed to be sufficient to meet all pending claims on this account.

September 4.—Michael Conlan, employed at the Boston freight house, was run over by a freight car, which he was about to “shackle on,” and was so severely injured that he died in twenty hours.

September 11.—Suel Winn was instantly killed while incautiously crossing the track at Church Street crossing, in South Reading. It was supposed he was unable to control his horse.

September 19.—Joseph Runnles, an aged Irishman, a resident of Cambridge, was found dead at the side of the track, half a mile north of South Reading Station. It was supposed he was struck and killed by the 11 o'clock outward extra train of the previous night.

Donovan, an Irishman, employed on the grade train, fell from the train and had one leg badly crushed, so that he died in three days.

November 1.—William E. Johnson, employed at the freight house in Boston, was instantly killed at about 7 P. M. He was in the act of disconnecting a check chain from one of the cars, when his foot caught between two rails, and he was thrown down and crushed beneath the car.

November 3.—A colored man by the name of Grant, had his legs cut off by the outward 5½ P. M. passenger train, while walking on the bridge near the car-house, and died a few days afterwards.

JOHN HOWE,
GEO. H. KUHN,
SAMUEL A. WALKER,
WM. HALE,
SAMUEL BATCHELDER,
SOUTHWORTH SHAW,
JOHN FLINT.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 23, 1851.* Then personally appeared the above John Howe, George H. Kuhn, Samuel A. Walker, William Hale, Samuel Batchelder, Southworth Shaw, and John Flint, and made oath that the above Report, by them subscribed, is true, according to the best of their knowledge and belief.

Before me, GEORGE MINOT, *Justice of the Peace.*

The undersigned have examined the foregoing Report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,
Commissioner for Massachusetts.
GREENLEAF CLARKE,
Commissioner for New Hampshire.

There is at present no Commissioner for Maine.

TWENTIETH ANNUAL REPORT
OF THE
BOSTON AND PROVIDENCE RAILROAD CORPO-
RATION.

*Return of the Boston and Providence Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -	\$3,160,000 00
Increase of capital since last report, - - - - -	None.
Capital paid in per last report, - - - - -	3,160,000 00
Capital paid in since last report, - - - - -	None.
Total amount of capital stock paid in, - - - - -	3,160,000 00
Funded debt, per last report, - - - - -	257,000 00
Funded debt paid since last report, - - - - -	None.
Funded debt, increase of, since last report, - - - - -	30,000 00
Total present amount of funded debt, - - - - -	287,000 00
Floating debt, per last report, - - - - -	14,800 00
Floating debt paid since last report, - - - - -	14,800 00
Floating debt, increase of, since last report, - - - - -	None.
Total present amount of floating debt, - - - - -	None.
Total present amount of funded and floating debt, - - - - -	287,000 00
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$277,000; February, \$287,000; March, \$287,000; April, \$287,000; May, \$287,000; June, \$287,000; July, \$287,000; August, \$287,000; September, \$287,000; October, \$287,000; November; \$287,000; December, \$	
COST OF ROAD AND EQUIPMENT.	
Total amount expended for graduation and masonry, - - - - -	774,936 26
Total amount expended for wooden bridges, - - - - -	116,436 10
Total amount expended for iron bridges, (if any,) - - - - -	9,840 00
Total amount expended for superstructure, including iron, - - - - -	653,210 80
Total amount expended for stations, buildings and fixtures, - - - - -	453,120 00
Total amount expended for land, land-damages and fences, - - - - -	548,613 17
Total amount expended for locomotives, - - - - -	98,250 00
Total amount expended for passenger and baggage cars, - - - - -	40,350 00
Total amount expended for merchandise cars, - - - - -	28,255 00
Total amount expended for engineering, - - - - -	100,931 22
Total amount expended for agencies and other expenses, - - - - -	16,500 00
Total cost of road and equipment. - - - - -	2,840,442 55

[Investments in other railroads held under provisions of acts of the Legislature,	
Stock B. and P. R. R. and Transportation Co., - - -	\$159,000 00
Stock Seekonk Branch Railroad, - - -	31,655 70
" Stoughton Branch Railroad, - - -	40,000 00
Joint construction Providence and Worcester Railroad Company, - - -	398,501 13

\$629,156 83

\$3,469,599 38

It will be observed that the foregoing classification of the various items constituting the cost of road and equipments is made according to the provisions of law. To do this required an examination of the accounts from the commencement of operations on the road, in 1831.]

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	41 miles.
Length of single main track, - - - - -	25½ do
Length of double main track, - - - - -	15½ do
Length of branches owned by the Company, stating whether they have a single or double track, - - -	12 do single track.
Aggregate length of sidings and other tracks, excepting main tracks and branches, - - -	6 9-10 mles.
Weight of rail per yard in main road, - - -	56 to 58 lbs.
Weight of rail per yard in branch roads, - - -	37½ to 58 lbs.
Specify the different weights per yard, - - -	37½, 56, 58 lbs.
Maximum grade, with its length in main road, - - -	37½ ft. per mile—26,700 ft.
Maximum grade, with its length in branch roads, - - -	52 27-100 do —1509 ft.
Total rise and fall in main road, - - -	505 41-100 feet.
Total rise and fall in branch roads, - - -	316 87-100 feet.
Shortest radius of curvature, with length of curve in main road, - - -	1910 feet—700 feet.
Shortest radius of curvature, with length of curve in branch roads, - - -	900 feet—1500 feet.
Total degrees of curvature in main road, - - -	342 12-60.
Total degrees of curvature in branch roads, - - -	416 14-60.
Total length of straight line in main road, - - -	35½ miles.
Total length of straight line in branches, - - -	8 37-100 miles.
Aggregate length of wooden truss bridges, - - -	2139 1-6 feet.
Aggregate length of all other wooden bridges, - - -	1520 feet.
Aggregate length of iron bridges, - - -	246 do
Whole length of road unfenced on both sides, - - -	Whole road fenced.
Number of public ways crossed at grade, - - -	41
Number of railroads crossed at grade, - - -	1
Way stations for express trains, - - -	1
Way stations for accommodation trains, - - -	25
Flag stations, - - -	6
Whole number of way stations, - - -	25
Whole number of flag stations, - - -	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	184,180
Miles run by freight trains, - - -	68,747
Total miles run, - - -	252,927
Number of passengers carried in the cars, - - -	611,020
Number of passengers carried one mile, - - -	9,261,282
Number of tons of merchandise carried in the cars, - - -	121,320

Number of tons of merchandise carried one mile, -	2,554,170
Number of passengers carried one mile, to and from other roads, -	2,825,712
Number of tons carried one mile, to and from other roads, -	1,068,429
Rate of speed adopted for express passenger trains including stops, -	34½ miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	34½ do do
Rate of speed adopted for accommodation trains, -	30 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	25 do do
Average rate of speed actually attained by special trains, including stops and detentions, -	20 do do
Average rate of speed adopted for freight trains, including stops and detentions, -	14 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	11,500,000
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	8,500,000

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$23,001 95
For repairs of wooden bridges, -	2,360 01
For renewals of iron, including laying down, -	7,379 92
For wages of switchmen, average per mo., \$30 00	Total, } 6,422 94
For wages of gate-keepers, average per mo., 20 83	
For wages of signal men, average per mo., 20 83	
For wages of watchmen, average per mo., 30 00	
Number of men employed exclusive of those engaged in construction, [December 1, 1851.] -	213
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	967 51
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	2,319 30
Total for maintenance of way, -	42,451 63

MOTIVE POWER AND CARS.

For repairs of locomotives, -	11,283 76
For repairs of passenger cars, -	6,847 52
For repairs of merchandise cars, -	2,305 49
For new merchandise cars, to cover depreciation, -	1,500 00
For repairs of gravel and other cars, -	29 52
Total for maintenance of motive power and cars, -	21,966 29
Number of engines, -	19
Number of passenger cars, -	28
Number of baggage cars, -	10
Number of merchandise cars, -	83
Number of gravel cars, -	20

MISCELLANEOUS.

For fuel used by engines during the year, viz. : wood, -	45,119 38
For oil used by cars and engines, -	2,832 41
For waste and other material for cleaning, -	780 15
For salaries, wages and incidental expenses, chargeable to passenger department, -	27,186 78

For salaries, wages and incidental expenses, chargeable to freight department, - - -	\$19,227 24
For gratuities and damages, - - -	1,095 87
For taxes and insurance, - - -	3,435 94
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	6,692 24
For interest, - - -	61 16
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	6,927 08
Total miscellaneous, - - -	113,358 25
Total expenditures for working the road, - - -	177,776 17
INCOME DURING ELEVEN MONTHS, FROM JANUARY 1, TO DECEMBER 1, 1851.	
<i>For Passengers:</i>	
1. On main road, including branches owned by company, - - -	182,993 89
2. To and from other branches, viz.:	
Taunton Branch, - - -	\$35,386 99
Stoughton Branch, - - -	8,513 51
Norfolk County, - - -	9,835 60
	53,736 10
<i>For Freight:—</i>	
1. On main road and branches owned by company, - - -	99,688 12
2. To and from other branches, viz.:	
Taunton Branch, - - -	\$19,310 12
Stoughton Branch, - - -	7,067 08
Norfolk County, - - -	7,356 60
	33,733 80
U. S. mails, - - -	4,168 30
Rents, interest and dividends from Stoughton Branch Railroad, - - -	3,076 36
Total income, - - -	377,396 57
Net earnings after deducting expenses, - - -	199,620 40
DIVIDENDS.	
Dividend 3 per cent. July 1st, 1851, - - -	\$94,800 00
Bond interest, - - -	14,535 00
	109,335 00
Amount applicable to dividends, December 1, 1851, being net earnings for five months, from July 1, 1851, to that date, - - -	90,285 40
Surplus as above, - - -	\$90,285 40
Surplus per last report, - - -	57,870 51
	148,155 91
<i>Charged off, viz.:</i>	
Depreciation of engines and cars, to June 30, 1851, - - -	24,112 46
Profit and, loss being errors in settlement of accounts with connecting roads, - - -	91 09
	24,203 55
Surplus, December 1, 1851. - - -	123,952 36

ACCIDENTS DURING THE YEAR.

No person in or upon the cars has been seriously injured since the last Report.

24 BOSTON AND PROVIDENCE RAILROAD.

The attention of the Legislature has heretofore been asked to the danger to which persons walking on the tracks of railroads are exposed, but as yet no legislative action has been had upon the subject. The following list of persons killed on this road during the last eleven months, in consequence of their recklessness *in walking or sleeping on the track*, will, it is hoped, induce the Legislature to consider whether they cannot, by making such carelessness penal, secure the community against the recurrence of such accidents for the future.

No possible care on the part of those in the management of the trains could prevent any of the casualties now reported.

The following named persons have been killed *while walking or sleeping on the track*.

April 28, Philip Kyser ; *May 14*, J. T. Atwood ; *August 1*, William Davis ; *September 1*, Mary Furray ; *September 22*, James W. Stanbury ; *October 7*, J. Waurkhien, and Bridget Mullen.

C. H. WARREN,
WM. AMORY,
G. R. RUSSELL,
SAML. T. DANA.

Directors.

SUFFOLK, ss. *December, 30*, A. D. 1851. Then personally appeared the above named Charles H. Warren and William Amory, and on the thirty first day of December, A. D. 1851, personally appeared the above-named George R. Russell and Samuel T. Dana, who made oath that the foregoing statement, by them subscribed, is true, according to their best knowledge and belief.

Before me,

MOSES L. HALE, *Justice of the Peace.*

TWENTIETH ANNUAL REPORT
OF THE
BOSTON AND WORCESTER RAILROAD CORPORATION.

*Return of the Boston and Worcester Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -		\$4,500,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$4,500,000 00	
Capital paid in since last report, - - - - -	None.	
Total amount of capital stock paid in, - - - - -		4,500,000 00
Funded debt, per last report, - - - - -	375,000 00	
Funded debt, increase of, since last report, - - - - -	50,000 00	
Total present amount of funded debt, - - - - -		425,000 00
Floating debt, per last report, - - - - -	203,658 85	
Floating debt paid since last report, - - - - -	68,001 77	
Total present amount of floating debt, - - - - -		135,657 08
Total present amount of funded and floating debt, - - - - -		560,657 08
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: December, 1850, \$699,999 86; January, 1851, \$553,818 85; February, \$554,783 82; March, \$500,617 03; April, \$513,835 93; May, \$527,894 26; June, \$494,557 64; July, \$511,580; August, \$506,013 10; September, \$511,477 33; October, \$538,983 55; November, \$560,657 08.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	736,576 51	
For graduation and masonry, paid during the past year, - - - - -	None.	
Total amount expended for graduation and masonry, - - - - -		736,576 51
For wooden bridges, per last report, - - - - -	265,083 50	
For wooden bridges, paid during the past year, - - - - -	19 17	
Total amount expended for wooden bridges, - - - - -		265,102 67
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	1,410,811 06	
For superstructure, including iron, paid during the past year, - - - - -	None.	
Total amount expended for superstructure, including iron, - - - - -		1,410,811 06
For stations, buildings and fixtures, per last report, - - - - -	754,706 25	
For stations, buildings and fixtures, paid during the past year, - - - - -	3,168 44	
Total amount expended for stations, buildings and fixtures, - - - - -		757,894 69

For land, land-damages and fences, per last report,	\$951,887 91.
For land, land-damages and fences, during the past year,	
Total amount expended for land, land-damages and fences,	Decrease by sales.
For locomotives, per last report,	\$935,085 52
For locomotives, during the past year,	194,225 23
Total amount expended for locomotives,	Less, engines sold.
For passenger and baggage cars, per last report,	190,225 23
Total amount expended for passenger and baggage cars,	86,168 20
For merchandise cars, per last report,	86,168 20
For merchandise cars, during the past year,	254,825 33
Total amount expended for merchandise cars,	Less, with sales.
For engineering, per last report,	252,425 33
For engineering, paid during the past year,	228,364 24
Total amount expended for engineering,	95 00
	228,459 24
Total cost of road and equipment,	4,862,748

CHARACTERISTICS OF ROAD.

Length of road,	44½ miles.
Length of single main track,	None.
Length of double main track,	44½ miles.
Length of branches owned by the company, stating whether they have a single or double track,	24 miles; single.
Aggregate length of sidings and other tracks, excepting main track and branches,	13.261 miles.
Weight of rail per yard in main road,	56, 63, and 66 lbs.
Weight of rail per yard in branch roads,	40 and 46 lbs.
Specify the different weights per yard,	40, 46, 56, 63, 66 lbs.
Maximum grade, with its length in main road,	{ 40 feet for ½ mile.
	{ 30 feet for 1¼ miles.
Maximum grade, with its length in branch roads,	{ 37 feet for 1½ mile.
	{ 30 feet for 2¼ miles.
Total rise and fall in main road,	714 feet.
Total rise and fall in branch roads,	316 "
Shortest radius of curvature, with length of curve in main road,	600 " for 900 feet.
Shortest radius of curvature, with length of curve in branch roads,	541 " " 1050 "
Total degrees of curvature in main road,	1975°
Total degrees of curvature in branch roads,	1228°
Total length of straight line in main road,	25 5-6 miles.
Total length of straight line in branches,	15½ miles.
Aggregate length of wooden truss bridges,	350 feet.
Aggregate length of all other wooden bridges,	{ 1490 feet in branches.
	{ 3306 feet in main road.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	13 miles.
Number of public ways crossed at grade,	{ 39 in main line, 24 in branches.
Number of railroads crossed at grade,	2
Way stations for express trains,	1
Way stations for accommodation trains,	16
Flag stations,	8
Whole number of way stations,	24
Whole number of flag stations,	8

DOINGS DURING THE YEAR.			
Miles run by passenger trains, - - -	285,546		
Miles run by freight trains, - - -	166,902		
Miles run by other trains, [gravel,] - - -	14,075		
Total miles run, - - -		466,523	
Number of passengers carried in the cars, - - -	1,100,720		
Number of passengers carried one mile, - - -	20,236,684		
Number of tons of merchandise carried in the cars, - - -	242,789		
Number of tons of merchandise carried one mile, - - -	9,051,119		
Number of passengers carried one mile, to and from other roads, - - -	7,195,504		
Number of tons carried one mile, to and from other roads, - - -	6,419,535		
Rate of speed adopted for express passenger trains, including stops, - - -	30 miles per hour.		
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	30 " "		
Rate of speed adopted for accommodation trains, - - -	25 " "		
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	25 " "		
Average rate of speed actually attained by special trains, including stops and detentions, - - -	22 " "		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	11 " "		
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	14,912,790		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	12,986,779		
EXPENDITURES FOR WORKING THE ROAD.			
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$37,403 56		
For repairs of wooden bridges, - - -	5,195 57		
For renewals of iron, including laying down, - - -	12,939 69		
For wages of switchmen, average per month, \$333, - - -			
For wages of gate-keepers, average per mo., \$ None, - - -			
For wages of signal men, average per month, \$240 50, - - -			
For wages of watchmen, average per month, \$287 50, - - -			
Number of men employed, exclusive of those engaged in construction, - - -	479		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) [\$1313 28, included in Road Repairs.] - - -			
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	1,064 04		
Total for maintenance of way, - - -		\$66,934 86	
MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -	42,052 94		
For new locomotives, to cover depreciation, [\$16,000, charged to depreciation account,] - - -			
For repairs of passenger cars, - - -	14,397 90		
For repairs of merchandise cars, - - -	13,810 89		
For new merchandise cars, to cover depreciation, - - -	4,800 00		
For repairs of gravel and other cars, - - -	632 39		
Total for maintenance of motive power and cars, - - -		75,694 12	
Number of engines, - - -	27		
Number of passenger cars, - - -	100		

Number of baggage cars, - - - -	16	
Number of merchandise cars, - - - -	638	
Number of gravel cars, - - - -	84	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, - - - -	\$80,061 88	
For oil used by cars and engines, - - - -	9,725 88	
For waste and other material for cleaning, - - - -	612 16	
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	45,441 10	
For salaries, wages and incidental expenses, charge- able to freight department, - - - -	63,157 15	
For gratuities and damages, - - - -	12,698 70	
For taxes and insurance, - - - -	8,575 83	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	6,163 33	
For interest, - - - -	20,422 24	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	24,627 02	
Total miscellaneous, - - - -		\$271,480 29
Total expenditures for working the road, - - - -		414,109 27
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned by company, - - - -	269,392 24	} 403,362 24
2. To and from other roads, specifying what, Western, Norwich, - - - -	118,701 00 15,269 00	
<i>For freight:—</i>		
1. On main road and branches owned by com- pany, - - - -	129,504 47	} 318,933 10
2. To and from other connecting roads, - - - -	189,428 63	
U. S. mails, - - - -		11,438 78
Rents, - - - -		10,188 48
Total income, - - - -		743,922 60
Net earnings, after deducting expenses, - - - -		329,813 33
DIVIDENDS.		
7 per cent. Total, - - - -	315,000 00	
Surplus not divided, - - - -		14,813 33
Surplus last year, - - - -		69,516 66
Total surplus, - - - -		84,329 99

During the year ending November 30th, 1851, there have been run six regular passenger trains, daily, to and from Worcester; two, to and from Milford; two, to and from Millbury; two, to and from Saxonville; five, to and from Newton Lower Falls; nine, to and from Brookline. There have been carried in the cars 1,100,720 passengers; or 20,236,684 carried one mile. Of this number, no one has been injured.

Accidents have occurred during the year as follows :—

December 9, 1850.—William Heard, of Framingham, in attempting to get upon the cars after the train had started from Framingham Station, fell between the cars and was instantly killed.

December 9.—A German, while walking on the track in Brighton, was run over and instantly killed.

December 25.—Martin Newton, of Shrewsbury, while crossing the track in Westborough, was thrown from his sleigh and seriously injured.

January 7, 1851.—John H. Lewis, of Boston, while standing on the track under Tremont Bridge, was run over and fatally injured.

January 23.—Hoad Rogan, of Boston, while crossing the track in Boston, at a point where there was no rightful crossing, stopped before the engine, was run over and instantly killed.

January 27.—Daniel Nihan, an Irish boy nine years old, in attempting to catch a ride, fell under the wheel of a passing car, was run over and fatally injured.

January 28.—Malon Davis, of Natick, while walking on the track, was run over and instantly killed.

July 4.—Sylvester M. Harris, a passenger train brakeman, left his post, went upon the top of the car, against orders, came in contact with a bridge in Needham, was knocked down and instantly killed.

August 14.—William McCormick, a passenger train brakeman, while on the top of the car, against orders, was knocked down and instantly killed, while passing under Washington street bridge.

August 26.—An Irishman, (name unknown,) was run over and instantly killed, while lying upon the track of the Saxonville branch, (supposed to have been intoxicated.)

August 27.—Master Frederick Carter, of Newtonville, while crossing the track at Newtonville, was run over by the steamboat train and instantly killed.

September 1.—Patrick Maly, (an Irish boy of 9 years,) purposely placed himself before an engine while in motion, was knocked down and slightly injured.

October 3.—An Irishman, (name unknown,) while walking on the track in Southborough, was run over and instantly killed.

October 20.—Dexter Ware, (the corporation's wood agent,) while mysteriously standing on the track at West Needham station, was knocked down and instantly killed.

November 14.—Miss Melicent Morse, of Hopkinton, when about to take the train at Southborough, fell between the cars, was run over and fatally injured.

30 BOSTON AND WORCESTER RAILROAD.

November 27.—John Fennan, of Milford, while walking on the track in Milford, was knocked down and fatally injured.

November 27.—Lemuel Shattuck, in attempting to pass through a freight train, while moving, in the corporation ground, in making up a train, stepped upon the draw bars between two cars, his foot was caught and injured.

In each of the above cases, where death has resulted, a full inquest has been made by a coroner's jury; and in no case has any fault or negligence been charged upon the corporation by their verdict.

T. HOPKINSON,
DANIEL DENNY,
GEORGE MOREY,
NATH. HAMMOND,
BENJAMIN F. WHITE,
GEO. BATY BLAKE,
TIMOTHY C. LEEDS,
ISAAC EMERY,
WILLIAM PARKER,

Directors.

SUFFOLK, ss. *December 31st, 1851.* Then personally appeared the above named T. Hopkinson, Daniel Denny, George Morey, Nathaniel Hammond, Benjamin F. White, George B. Blake, Timothy C. Leeds, Isaac Emery, and William Parker, and severally made oath that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief.

Before me, GEORGE BEMIS, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

CAPE COD BRANCH RAILROAD COMPANY.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Cape Cod Branch Railroad Company respectfully submit a Report of their doings for the year ending November 30, 1851, as is required by law.

Return of the Cape Cod Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital Stock, [Note 1,] - - -	\$300,000 00
Increase of capital since last Report, - - -	None.
Capital paid in per last report, - - -	\$421,550 00
Capital paid in since last report, - - -	400 00
Total amount of capital stock paid in, - - -	421,950 00
Funded debt, per last report, - - -	171,800 00
Funded debt paid since last report, - - -	None.
Funded debt, increase of, since last report, - - -	None.
Total present amount of funded debt, - - -	171,800 00
Floating debt, per last report, - - -	24,333 34
Floating debt paid since last report, - - -	5,628 34
Floating debt, increase of, since last report, - - -	None.
Total present amount of floating debt, [Note 2,] - - -	18,705 00
Total present amount of funded and floating debt, - - -	190,505 00
Average rate of interest per annum paid during the year, - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: December, 1850, \$196,133 34; January, \$196,133 34; February, \$193,933 34; March, \$190,933 34; April, \$193,690 64; May, \$192,557 30; June, \$191,557 30; July, \$191,557 30; August, \$194,262 30; September, \$190,762 30; October, 189,005 00; November, \$190,505 00.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - -	106,116 83
For graduation and masonry paid during the past year, - - -	Nothing.
Total amount expended for graduation and masonry, - - -	106,116 83
For wooden bridges, per last report, - - -	28,673 26
For wooden bridges paid during the past year, - - -	Nothing.
Total amount expended for wooden bridges, - - -	28,673 26
Total amount expended for iron bridges, (if any,) - - -	None.
For superstructure, including iron, per last report, - - -	263,130 94
For superstructure, including iron, paid during the past year, - - -	Nothing.

Total amount expended for superstructure, including iron, - - - - -		\$263,130 94
For stations, buildings and fixtures, per last report, - - - - -	\$36,131 15	
For stations, buildings and fixtures, paid during the past year, - - - - -	259 12	
Total amount expended for stations, buildings and fixtures, - - - - -		36,390 27
For land, land-damages and fences, per last report, - - - - -	56,454 45	
For land, land damages and fences, paid during the past year, - - - - -	1,409 28	
Total amount expended for land, land-damages and fences, - - - - -		57,863 73
For locomotives per last report, - - - - -	27,130 83	
For locomotives, paid during the past year, - - - - -	Nothing.	
Total amount expended for locomotives, - - - - -		27,130 83
For passenger and baggage cars, per last report, - - - - -	16,106 45	
For passenger and baggage cars, paid during the past year, - - - - -	Nothing,	
Total amount expended for passenger and baggage cars, - - - - -		16,106 45
For merchandise cars, per last report, - - - - -	29,033 55	
For merchandise cars, paid during the past year, - - - - -	5,276 49	
Total amount expended for merchandise cars, - - - - -		34,310 04
For engineering, per last report, - - - - -	16,521 90	
For engineering, paid during the past year, - - - - -	1,88 51	
Total amount expended for engineering, - - - - -		16,710 41
For agencies and other expenses, per last report, - - - - -	47,243 85	
For agencies and other expenses, paid during the past year, - - - - -	None.	
Total amount expended for agencies and other expenses, - - - - -		47,243 85
Total cost of road and equipment, - - - - -		633,676 61

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	27.8 miles.
Length of single main track, - - - - -	27.8 do
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	1.045 miles.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	1.871 do
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	56 lbs.
Maximum grade, with its length in main road, - - - - -	40 feet; 6.53 miles.
Maximum grade, with its length in branch roads, - - - - -	40 feet; trifling length.
Total rise and fall in main road, - - - - -	481.19 feet.
Total rise and fall in branch roads, - - - - -	22.00 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	1953.32 ft. ; length 2159.35 [feet.
Sortest radius of curvature, with length of curve in branch roads, - - - - -	300 feet ; trifling length.
Total degrees of curvature in main road, - - - - -	681° 00' 44".
Total degrees of curvature in branch roads, - - - - -	233°
Total length of straight line in main road, - - - - -	18.003 miles.
Total length of straight line in branches, - - - - -	0.213 miles.
Aggregate length of wooden truss bridges, - - - - -	434 feet.

Aggregate length of all other wooden bridges, -	144 feet.
Aggregate length of iron bridges, -	None.
Whole length of road unfenced on both sides, -	None.
Number of public ways crossed at grade, -	22
Number of railroads crossed at grade, -	None.
Way stations for express trains, -	None.
Way stations for accommodation trains, -	10
Flag stations, -	2
Whole number of way stations, -	10
Whole number of flag stations, -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	34,806	
Miles run by freight trains, -	17,403	[curson.
Miles run by other trains, -	600	gravel and ex-
Total miles run, -		52,809
Number of passengers carried in the cars, -	71,539	
Number of passengers carried one mile, -	1,363,179	
Number of tons of merchandise carried in the cars, -	32,868	
Number of tons of merchandise carried one mile, -	285,372	
Number of passengers carried one mile, to and from other roads, -	1,100,690	
Number of tons carried one mile, to and from other roads, -	151,060	
Rate of speed adopted for accommodation trains, -	21½ miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	21½ do do	
Average rate of speed adopted for freight trains, including stops and detentions, -	14 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	800,000	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	400,000	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$6,892 07	
For repairs of wooden bridges, -	8 40	
For renewals of iron, including laying down, -	None.	
For wages of switchmen, average per month, 26 days, \$4½ -	\$364 00	Total, } 654 00
For wages of draw keepers, average per month, \$4 1-6 -	50 00	
For wages of signal men, av. per month, -		
For wages of watchmen, average per month, \$20 -	240 00	
Number of men employed exclusive of those engaged in construction, [average,] -	47	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, [done by road repairers and included in other items,] -		
Total for maintenance of way, -		7,554 47

MOTIVE POWER AND CARS.

For repairs of locomotives, -	2,194 78
For new locomotives to cover depreciation, -	None.
For repairs of passenger cars, -	1,189 80
For new passenger cars to cover depreciation, -	None.

For repairs of merchandise cars, - - -	\$1,045 48	
For new merchandise cars to cover depreciation, - [none, but we have added 20 coal cars, to meet the wants of the road,] - - -		
For repairs of gravel and other cars, [included in re- pairs of merchandise cars,] - - -		
Total for maintenance of motive power and cars, -		\$4,430 06
Number of engines, - - - - -	4	
Number of passenger cars, - - - - -	7	
Number of baggage cars, - - - - -	4	
Number of merchandise cars, - - - - -	38	
Number of gravel and coal cars, - - - - -	60	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.: wood, -	6,674 50	
For oil used by cars and engines, - - - - -	923 99	
For waste and other material for cleaning, - - -	122 65	
For salaries, wages and incidental expenses, charge- able to passenger department, - - - - -	4,318 38	
For salaries, wages and incidental expenses, charge- able to freight department, - - - - -	3,628 29	
For gratuities and damages, - - - - -	111 94	
For taxes and insurance, - - - - -	210 03	
For ferries, - - - - -	None.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	126 00	
For interest, [on funded and floating debt,] - -	11,370 36	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	2,897 96	
Total miscellaneous, - - - - -		30,384 10
Total expenditures for working the road, [not in- cluding interest,] [Note 3,] - - - - -		30,998 27
INCOME DURING THE YEAR.		
<i>For Passengers:</i>		
1. On main road including branches owned by company, - - - - -	36,471 92	
<i>For Freight:</i>		
1. On main road and branches owned by com- pany, - - - - -	18,533 05	
U. S. mails, - - - - -	1,400 00	
Rents, - - - - -	331 74	
Total income, - - - - -		56,736 71
Net earnings, after deducting expenses, - - -		25,738 44

[Note 1.] The original capital stock was \$500,000, which by an act of 1851 was reduced to \$300,000.

[Note 2.] The floating debt November 30, 1851, was - - - \$18,705 00
and interest on bonds, fell due December 1, 1851, - - - 5,154 00
\$23,859 00

The Company had on hand November 30, - - - 5,296 92
A balance was due from Fall River Road, - - - 421 14
and freight bills were due to the amount of - - - 4,341 17
10,069 23

Leaving an actual floating debt over available means \$13,799 77

[*Note 3.*] In the report for 1850, an error was made in the cost of fuel, estimated at \$1,455 45. In the expenses of 1851, are included repairs of damages by two high tides, laying track on Tremont Iron Company's new wharf, making a bank wall to protect adjoining land against an excavation, and other extraordinary items, so that the ordinary expenses of the year have been less than last year.

December 1850, was included in the former report, and, in order to make an entire year, has also been included in this report.

No passenger or person employed on the road has been injured during the year.

J. H. W. PAGE,
BENJ'N. BURGESS,
RICHARD BORDEN,
M. S. LINCOLN,
AMOS OTIS.

SUFFOLK, ss. *Boston, December 20, 1851.* Then the said J. H. W. Page, Benjamin Burgess, Richard Borden, M. S. Lincoln and Amos Otis, personally appeared and made oath that the foregoing report is true according to their best knowledge and belief.

WILLIAM HAYDEN, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

CHARLES RIVER BRANCH RAILROAD COMPANY.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Charles River Branch Railroad Company respectfully submit this, their Third Annual Report of their doings, &c., to this date.

Return of the Charles River Branch Railroad, under the Act of May 1, 1849, chap. 191. Made up to December 20, 1851.

Capital stock, [1173 shares,]	-	-	\$117,300 00	
Increase of capital since last report, [299 shares,]	-	-	29,900 00	
Capital paid in since last report,	-	-	52,946 43	
Total amount of capital stock paid in,	-	-		\$52,946 43
Floating debt paid since last report, [for construction of the road, &c., during year,]	-	-	51,524 02	
Floating debt, increase of, since last report,	-	-	17,348 37	
Total present amount of floating debt,	-	-	17,348 37	
Total present amount of funded and floating debt,	-	-		17,348 37
Average rate of interest per annum paid during the year, [on prepayments of assessments,]	-	-		6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$ None; February, \$ None; March, \$ None; April, \$1,050 15; May, \$1,530 37; June, \$3,644 12; July, \$2,078 10; August, \$18,556 24; September, \$23,433 79; October, \$19,349 78; November, \$19,353 51; December, \$17,674 61.				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, paid during the past year,	-	-	27,529 34	
Total amount expended for graduation and masonry,	-	-		27,529 34
For superstructure, including iron, paid during the past year,	-	-	8,959 21	
Total amount expended for superstructure, including iron,	-	-		8,959 21
For land, land-damages and fences, paid during the past year,	-	-	10,873 06	
Total amount expended for land, land-damages and fences,	-	-		10,873 06

For engineering, paid during the past year, -	\$960 25	
Total amount expended for engineering, -		\$960 25
For agencies and other expenses, paid during the past year, [including interest on prepayments,] -	3,202 16	
Total amount expended for agencies and other expenses, -		3,202 16
Total cost of road and equipment, [(no equipments,) thus far, including iron,] -		68,872 39
CHARACTERISTICS OF ROAD.		
Length of road, [Chartered and located 11 96-100 miles, under construction,] -	6 1-10 miles.	
Length of branches owned by the company, stating whether they have a single or double track, -	None.	
Aggregate length of sidings and other tracks, excepting main track and branches, -	None yet.	
Weight of rail per yard in main road, -	50 lbs.	
Maximum grade, with its length in main road, [on the part under contract,] -	Grade, 59.66 per mile.	
Total rise and fall in main road, [on the part under contract,] -	Length, 8300 feet.	
Shortest radius of curvature, with length of curve in main road, [on part under contract,] -	Rise, 166 67-100 feet.	
Total degrees of curvature in main road, [on part under contract,] -	Fall, 61 45-100 feet.	
Total length of straight line in main road, [on part under contract,] -	Curvature, 991 feet radius.	
Aggregate length of all other wooden bridges, [on part under contract,] -	Length, 350 feet.	
Whole length of road unfenced on both sides, [on part under contract,] -	304° 10'	
Number of public ways crossed at grade, [on part under contract,] -	4 262-1000 miles.	
Number of railroads crossed at grade, -	188 feet; unfinished.	
Remarks, -	930 rods; now being built.	
Way stations for accommodation trains, [on part under contract, (contemplated,)] -	7	
Flag stations, -	None.	
Whole number of way stations, [on part under contract, (contemplated,)] -	It is expected that the cars will run to Newton Upper Falls, next May.	
Whole number of flag stations, -	6	
	Not decided.	
	6	
	Not decided.	

It has been resolved, early, to construct the road for a further section of about two miles, to East Needham, in part for the incidental though important purpose of immediate access to abundant diluvial deposits of excellent gravel, for filling up the large areas of mud-flats between Brookline and Boston, and in and bordering upon the full and empty basins formed by the Western Avenue and its branches; in order to afford opportunity to remove existing nuisances, and to convert those mud-flats into available spaces for the use and convenience of the already compressed business and population of our growing metropolis. This, it is ascertained, at fair rates of compensation, advantageous to all parties,

38 CHARLES RIVER BRANCH RAILROAD.

would afford to this road a profitable business for a considerable number of years to come.

JOHN C. LEE,
EZRA C. HUTCHINS,
MOSES CRAFTS,
ELIJAH PERRY,
MARSHALL S. RICE,
JONATHAN STONE,
TIMOTHY COREY,

Directors.

Boston, December 20, 1851.

SUFFOLK, ss. *Boston, December 30, 1851.* Then personally appeared the above-named John C. Lee, Ezra C. Hutchins, Moses Crafts, Elijah Perry, Marshall S. Rice, Jonathan Stone, and Timothy Corey, and made oath, respectively, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

S. F. PLIMPTON, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

CHESHIRE RAILROAD COMPANY.

*Return of the Cheshire Railroad, under the Act of May 1, 1849, chap. 191.
Eleven months, from January 1, 1851 to November 30, 1851.*

Capital stock, - - - - -		\$2,250,000 00
Increase of capital since last report, - - - - -		550,000 00
Capital paid in per last report, - - - - -	\$1,508,794 50	
Capital paid in since last report, - - - - -	32,360 00	
Total amount of capital stock paid in, - - - - -		1,541,154 50
Funded debt, per last report, - - - - -	1,036,400 00	
Funded debt paid since last report, - - - - -	None.	
Funded debt, increase of, since last report, - - - - -	12,700 00	
Total present amount of funded debt, - - - - -		1,049,100 00
Floating debt, per last report, - - - - -	134,143 36	
Floating debt paid since last report, - - - - -	51,723 21	
Floating debt, increase of, since last report, - - - - -	None.	
Total present amount of floating debt, [Cash on hand deducted,] - - - - -		82,420 15
Total present amount of funded and floating debt, - - - - -		1,131,520 15
Average rate of interest per annum, paid during the year, - - - - -	6½	
Maximum amount of debt for each month during the year, viz: January, \$1,164,663 24; February, \$1,173,966 36; March, \$1,167,291 14; April, \$1,168,272 87; May, \$1,159,956 31; June, \$1,159,903 66; July, \$1,186,102 85; August, \$1,168,129 08; September, \$1,160,656 86; October, \$1,153,350 24; November, \$1,131,520 15.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	1,482,754 92	
For graduation and masonry paid during the past year, - - - - -	4,939 39	
Total amount expended for graduation and masonry, - - - - -		1,487,694 31
For wooden bridges, per last report, - - - - -	41,378 38	
For wooden bridges paid during the past year, - - - - -	2 00	
Total amount expended for wooden bridges, - - - - -		41,380 38
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	461,507 13	
For superstructure, including iron, paid during the past year, - - - - -	4,661 02	
Total amount expended for superstructure, including iron, - - - - -		466,168 15
For stations, buildings and fixtures, per last report, - - - - -	60,394 89	
For stations, buildings and fixtures, paid during the past year, - - - - -	5,708 21	

Total amount expended for stations, buildings and fixtures, - - - - -		\$66,103 10
For land, land-damages and fences, per last report, - - - - -	\$105,360 16	
For land, land-damages and fences, paid during the past year, - - - - -	2,359 04	
Total amount expended for land, land-damages and fences, - - - - -		107,719 20
For locomotives, per last report, - - - - -	67,709 31	
For locomotives paid during the past year, - - - - -	14,793 03	
Total amount expended for locomotives, - - - - -		82,502 34
For passenger and baggage cars, per last report, - - - - -	16,000 00	
For passenger and baggage cars, paid during the past year, - - - - -	None.	
Total amount expended for passenger and baggage cars, - - - - -		16,000 00
For merchandise cars, per last report, - - - - -	49,946 77	
For merchandise cars, paid during the past year, - - - - -	4,932 50	
Total amount expended for merchandise cars, - - - - -		54,879 27
For engineering, per last report, - - - - -	46,227 13	
For engineering paid during the past year, - - - - -	62 50	
Total amount expended for engineering, - - - - -		46,289 63
For agencies and other expenses, per last report, - - - - -	408,039 41	
For agencies and other expenses, paid during the past year, - - - - -	1,068 10	
Total amount expended for agencies and other expenses, - - - - -		409,107 51
Total cost of road and equipment, - - - - -		2,777,843 89

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	53 646-1000 miles.
Length of single main track, - - - - -	53 646-1000 "
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main tracks and branches, - - - - -	5 25-100 miles.
Weight of rail per yard in main road, - - - - -	60 pounds.
Weight of rail per yard in branch roads, - - - - -	None.
Specify the different weights per yard, - - - - -	60 pounds. [miles.
Maximum grade, with its length in main road, - - - - -	59 664-1000 feet; 14 9-10
Maximum grade, with its length in branch roads, - - - - -	None.
Total rise and fall in main road, - - - - -	2377 feet.
Total rise and fall in branch roads, - - - - -	Nothing.
Shortest radius of curvature, with length of curve in main road, - - - - -	955 feet; 711 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Nothing.
Total degrees of curvature in main road, - - - - -	3152° 18'
Total degrees of curvature in branch road, - - - - -	Nothing.
Total length of straight line in main road, - - - - -	31 28-100 miles.
Total length of straight line in branches, - - - - -	None.
Aggregate length of wooden truss bridges, - - - - -	1514 feet.
Aggregate length of all other wooden bridges, - - - - -	425 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	All fenced.
Number of public ways crossed at grade, - - - - -	39

Number of railroads crossed at grade, - - -	None.
Remarks, - - - - -	None.
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	6
Flag stations, - - - - -	6
Whole number of way stations, - - - - -	6
Whole number of flag stations, - - - - -	6

DOINGS DURING THE ELEVEN MONTHS.

Miles run by passenger trains, - - -	81,728
Miles run by freight trains, - - -	93,482
Miles run by other trains, - - -	10,797
Total miles run, - - - - -	186,007
Number of passengers carried in the cars, - - -	97,278
Number of passengers carried one mile, - - -	3,671,424
Number of tons of merchandise carried in the cars, - - -	78,308
Number of tons of merchandise carried one mile, - - -	3,599,651
Number of passengers carried one mile, to and from other roads, - - - - -	3,209,093
Number of tons carried one mile, to and from other roads, - - - - -	3,403,464
Rate of speed adopted for express passenger trains, including stops, - - - - -	None.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	None.
Rate of speed adopted for accommodation trains, - - -	25 miles.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	24 miles.
Average rate of speed actually attained by special trains, including stops and detentions, - - -	None.
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10 miles.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	1,916,689
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	6,036,880

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$11,962 93
For repairs of wooden bridges, - - -	131 87
For renewals of iron, including laying down, - - -	122 65
For wages of switchmen, average per month, \$26, - - -	1,335 95
For wages of watchmen, average per month, \$25, - - -	917 42
Number of men employed, exclusive of those engaged in construction, - - -	121
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	557 66
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	87 63
Total for maintenance of way, - - -	\$15,116 11

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	7,467 17
For repairs of passenger cars, - - -	3,206 75
For repairs of merchandise cars, - - -	3,569 54
For repairs of gravel and other cars, - - -	215 13
Total for maintenance of motive power and cars, - - -	14,458 59

Number of engines, - - - -	11
Number of passenger cars, - - - -	6
Number of baggage cars, - - - -	4
Number of merchandise cars, [73 8-wheel, 14 4-wheel,] - - - -	160 4-wheel.
Number of gravel cars, - - - -	19

MISCELLANEOUS.

For fuel used by engines during the eleven months, - - - -	\$16,394 64
For oil used by cars and engines, - - - -	3,223 12
For waste and other material for cleaning, - - - -	594 54
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	12,459 80
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	17,000 28
For gratuities and damages, - - - -	610 51
For taxes and insurance, - - - -	7,859 11
For ferries, - - - -	None.
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	450 47
For interest, [balance for eleven months,] - - - -	60,096 81
For amount paid other companies as rent for use of their roads, specifying each company, [\$10,666 66, paid to Vermont and Massachusetts Railroad Company, distributed and included in the items above.] - - - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	11,118 51
Total miscellaneous, - - - -	\$129,747 79
Total expenditures for working the road, - - - -	159,322 49

INCOME DURING THE ELEVEN MONTHS.

For passengers :-

1. On main road, including branches owned by company, - - - -	13,657 07
2. To and from other roads, specifying what, [Fitchburg, Vermont and Massachusetts, Sullivan, Vermont Central, Rutland and Burlington, Connecticut and Passumpsic,] - - - -	88,000 71
	101,657 78

For freight :-

1. On main road and branches owned by company, - - - -	10,197 04
2. To and from other connecting roads, [Fitchburg Railroad, Vermont and Massachusetts, Sullivan, Vermont Central, Rutland and Burlington,] - - - -	99,822 93
	110,019 97
U. S. mails, - - - -	5,251 56
Rents, [\$664 57; Express, \$1,678 45; Miscellaneous, \$3,023 24,] - - - -	5,366 26
	10,617 83
Total income, - - - -	222,295 57
Net earnings, after deducting expenses, - - - -	62,973 08

DIVIDENDS.					
Per cent.	Total,	-	-	-	None.
Surplus not divided,	-	-	-	-	\$62,973 08
Surplus last year,	-	-	-	-	49,215 43
Total surplus,	-	-	-	-	\$112,188 51

The increase of capital stock since last Report, is to meet indebtedness maturing in 1852; and, though mainly taken, it has not yet been paid in—no assessment being yet due.

The following serious accidents and fatal injuries have occurred in the year 1851:—

March 12.—George Marsh, employed in the freight business at Keene, was crushed between a car and the platform in the freight-house, and died in a few days.

December 13.—John Conolly, freight man, had an arm broken in the depot yard at Keene, in shackling cars.

No person, in either case above, was supposed to be in fault.

THOMAS M. EDWARDS,
HIRAM HOSMER,
BENJ. F. ADAMS,
THOMAS THACHER,
E. MURDOCK, Jr.,
S. HALE,

Directors.

SUFFOLK, ss. *December 30, 1851.* Personally appeared the above-named Thomas M. Edwards, Thomas Thacher, Hiram Hosmer, E. Murdock, Jr., Benj. F. Adams, and Salma Hale, and made oath that the within return, by them subscribed, was correct and true, according to the best of their knowledge and belief. Before me,

HENRY CROCKER, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY.

Return for Eleven months, ending November 29, 1851, of the Connecticut River Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$1,750,000 00	
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	1,590,680 00	
Capital paid in since last report, - - - - -	430 00	
Total amount of capital stock paid in, - - - - -		\$1,591,110 00
Funded debt per last report, - - - - -	183,000 00	
Funded debt paid since last report, - - - - -	8,000 00	
Total present amount of funded debt, - - - - -		175,000 00
Floating debt, per last report, - - - - -	85,200 00	
Floating debt paid since last report, - - - - -	47,042 50	
Total present amount of floating debt, - - - - -		38,157 50
Total present amount of funded and floating debt, - - - - -		213,157 50
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$268,200 00; February, \$256,994 00; March, \$266,994 00; April, \$251,494 00; May, \$250,494 00; June, \$237,494 00; July, \$239,000 00; August, \$231,718 21; September, \$232,218 21; October, \$227,218 21; November, \$218,000 00.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	511,046 92	
For graduation and masonry paid during the past year, - - - - -	2,334 49	
Total amount expended for graduation and masonry, - - - - -		513,381 41
For wooden bridges, per last report, - - - - -	42,975 44	
For wooden bridges paid during the past year, - - - - -	16 50	
Total amount expended for wooden bridges, - - - - -		42,991 94
For superstructure, including iron, per last report, - - - - -	545,244 61	
For superstructure, including iron, paid during the past year, - - - - -	43 00	
Total amount expended for superstructure, including iron, - - - - -		545,287 60
For stations, buildings and fixtures, per last report, - - - - -	112,614 03	
For stations, buildings and fixtures, paid during the past year, - - - - -	1,569 90	
Total amount expended for stations, buildings and fixtures, - - - - -		114,183 93
For land, land-damages and fences, per last report, - - - - -	237,239 84	
For land, land-damages and fences, paid during the past year, - - - - -	Nothing.	
Total amount expended for land, land-damages and fences, - - - - -		236,108 18

For locomotives, per last report, - - -	\$61,982 87
For locomotives, paid during the past year, - -	Nothing.
Total amount expended for locomotives, - -	\$61,982 87
For passenger and baggage cars, per last report, -	23,350 34
For passenger and baggage cars, paid during the past year, - -	Nothing.
Total amount expended for passenger and baggage cars, - -	23,350 34
For merchandise cars, per last report, - -	82,225 28
For merchandise cars, paid during the past year, -	Nothing.
Total amount expended for merchandise cars, -	82,225 28
For engineering, per last report, - -	126,826 99½
For engineering, paid during the past year, -	Nothing.
Total amount expended for engineering, - -	126,761 99½
For agencies and other expenses, per last report, -	35,318 81
For agencies and other expenses, paid during the past year, - -	Nothing.
Total amount expended for agencies and other expenses, - -	35,318 81
Total cost of road and equipment, - - -	1,801,592 36½

CHARACTERISTICS OF ROAD.

Length of road, - - -	50 miles.
Length of single main track, - - -	50 miles.
Length of double main track, - - -	None, except for turnouts.
Length of branches owned by the company, stating whether they have a single or double track, -	2 35-100 miles; single track.
Weight of rail per yard in main road, - -	36 miles, 56 lbs.; balance
Weight of rail per yard in branch roads, - -	56 lbs. [61 lbs.]
Specify the different weights per yard, - -	56 lbs. and 61 lbs.
Maximum grade, with its length in main road, -	32 ft. per mile for 6½ miles.
Maximum grade, with its length in branch roads, -	18 ft. per mile for 1 1-6 do.
Total rise and fall in main road, - -	680 feet.
Total rise and fall in branch roads, - -	28 feet.
Shortest radius of curvature, with length of curve in main road, - -	882 ft. radius; 889 ft. long.
Shortest radius of curvature, with length of curve in branch roads, - -	714 ft. radius; 1300 ft. long.
Total degrees of curvature in main road, - -	1854 degrees.
Total degrees of curvature in branch roads, -	449 do.
Total length of straight line in main road, -	35½ miles.
Total length of straight line in branches, -	1 mile.
Aggregate length of wooden truss bridges, -	2674 feet.
Aggregate length of all other wooden bridges, -	250 feet pile bridge.
Aggregate length of iron bridges, - -	None.
Whole length of road unfenced on both sides, -	About two miles.
Number of public ways crossed at grade, - -	55
Number of railroads crossed at grade, - -	2
Way stations for express trains, - -	No express trains run.
Way stations for accommodation trains, - -	11
Flag stations, - - -	None.
Whole number of way stations, - -	11
Whole number of flag stations, - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	113,115
Miles run by freight trains, - - -	35,248

Miles run by other trains, - - - -	8,072	
Total miles run, - - - -	156,435	
Number of passengers carried in the cars, - -	263,706	
Number of passengers carried one mile, - -	3,676,863	
Number of tons of merchandise carried in the cars, -	64,215	
Number of tons of merchandise carried one mile, -	1,557,408	
Number of passengers carried one mile, to and from other roads, - - - -	No means of ascertaining.	
Number of tons carried one mile, to and from other roads, - - - -	"	"
Rate of speed adopted for express passenger trains, including stops, - - - -	No express trains.	
Rate of speed adopted for accommodation trains, -	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	25	do do
Average rate of speed actually attained by special trains, including stops and detentions, - -	20	do do
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	10	do do
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$16,436	17
For repairs of wooden bridges, - - - -	368	40
For renewals of iron, including laying down, - -	3,915	93
For wages of switchmen, average per month, \$25 00,		
For wages of gate-keepers, average per month, \$20 00,		
For wages of signal men, average per month, \$20 00,		
For wages of watchmen, average per month, \$30 00,		
Number of men employed, exclusive of those engaged in construction, - - - -	160	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) [no extra power used,] - - - -	466	55
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - - -	7	20
Total for maintenance of way, - - - -		\$21,194 25
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -	13,850	07
For new locomotives, to cover depreciation, - -	Nothing.	
For repairs of passenger cars, - - - -	5,099	06
For new passenger cars to cover depreciation, - -	Nothing.	
For repairs of merchandise cars, - - - -	3,484	35
For new merchandise cars, to cover depreciation, -	Nothing.	
For repairs of gravel and other cars, - - - -	712	05
Total for maintenance of motive power and cars, [and repairs of tools and machinery,] - - - -		23,145 53
Number of engines, - - - -	12	
Number of passenger cars, - - - -	15	
Number of baggage cars, - - - -	5	
Number of merchandise cars, - - - -	254	
Number of gravel cars, - - - -	22	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.,		
Wood, - - - -	16,968	00
Coal, [none used for engines,] - - - -		

For oil used by cars and engines, - - -	\$2,101 09	
For waste and other material for cleaning, - -	455 56	
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	16,571 09	
For salaries, wages and incidental expenses, charge- able to freight department, - - -	13,716 66	
For gratuities and damages, - - -	670 08	
For taxes and insurance, - - -	1,657 49	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	597 44	
For interest, - - -	12,962 40	
For amount paid other companies as rent for use of their roads, specifying each company, - -	Unsettled.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	5,108 26	
Total miscellaneous, - - -		\$70,808 07
Total expenditures for working the road, - -		\$115,147 85
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned and leased by company, and to and from other roads, - - -	111,860 60	
<i>For freight:—</i>		
1. On main road and branches owned and leased by company and to and from other connect- ing roads, - - -	76,579 41	
U. S. Mails, [\$4,476 47. Express, \$1,957 63. Oth- er income, \$1,480 44.] - - -	7,914 54	
Rents, - - -	3,540 28	
Total income, - - -		199,894 83
Net earnings, after deducting expenses, - -		84,746 98
DIVIDENDS.		
8 per cent. Total, [on \$307,500 00, preferred stock,]	24,600 00	
Surplus not divided, [subject to rent of road leased,]	78,701 29	
Surplus last year, - - -	20,873 42	
Total surplus, - - -	78,701 29	

There has been no accident on this road during the past eleven months, by which any passenger, or any operative of the road has been in the least injured; and but two accidents have occurred along the line of the road, by which any person has been injured. They were as follows:

March 4.—Amos Sadler, a deaf and dumb man, (a pauper of the town of Ashfield,) was instantly killed, while walking upon the track near Hatfield Station. Every precaution was used to prevent the catastrophe, but without avail. His age was 54 years.

An Irishman, (name unknown,) was also hurt on the same day, at Cabotville Station. He was intoxicated and lying upon the track. It

being dark at the time, he was not seen by any one until after the accident. He died March 5th, aged 60 years.

• C. W. CHAPIN,
GORHAM BROOKS,
JAMES K. MILLS,
HENRY W. CLAPP,
CHARLES E. FORBES,
Directors.

SUFFOLK, SS. Personally appeared C. W. Chapin; Gorham Brooks, James K. Mills, Henry W. Clapp, and Charles E. Forbes above named Directors aforesaid, and made oath, that the foregoing Report, subscribed by them, is, according to their knowledge and belief, true.

JAMES READ, *Justice of the Peace.*

Boston, December 30, 1851.

SIXTH ANNUAL REPORT

OF THE

DORCHESTER AND MILTON BRANCH RAILROAD COMPANY.

*Return of the Dorchester and Milton Branch Railroad, under the Act of May
1, 1849, chap. 191.*

Capital stock, - - - - -	\$130,000 00
Increase of capital since last report, - - - - -	None.
Capital paid in per last report, - - - - -	\$73,340 00
Capital paid in since last report, - - - - -	None.
Total amount of capital stock paid in, - - - - -	73,340 00
Funded debt, per last report, - - - - -	52,500 00
Funded debt paid since last report, - - - - -	2,500 00
Funded debt, increase of, since last report, - - - - -	None.
Total present amount of funded debt, - - - - -	50,000 00
Floating debt, per last report, - - - - -	6,331 72
Floating debt paid since last report, - - - - -	281 72
Floating debt, increase of, since last report, - - - - -	None.
Total present amount of floating debt, - - - - -	6,050 00
Total present amount of funded and floating debt, - - - - -	56,050 00
Average rate of interest per annum paid during the year, - - - - -	6 1-10 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$58,831 72; February, \$58,834 47; March, \$58,926 61; April, \$58,926 61; May, \$58,930 36; June, \$58,930 36; July, \$58,930 36; August, \$53,617 59; September, \$54,486 77; October, \$54,486 77; November, \$54,556 52; December, \$56,050 00.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	40,701 80
For graduation and masonry paid during the past year, - - - - -	23 00
Total amount expended for graduation and masonry, - - - - -	40,724 80
For wooden bridges, per last report, - - - - -	6,209 02
For wooden bridges paid during the past year, - - - - -	None.
Total amount expended for wooden bridges, - - - - -	6,209 02
Total amount expended for iron bridges, (if any,) - - - - -	None.
Total amount expended for superstructure, including iron, - - - - -	30,051 73
For stations, buildings and fixtures, per last report, - - - - -	11,493 19
For stations, buildings and fixtures, paid during the past year, - - - - -	15 50
Total amount expended for stations, buildings and fixtures, - - - - -	11,508 69

50 DORCH. AND MILTON BRANCH RAILROAD.

For land, land-damages and fences, per last report,	\$28,850 75	
For land, land-damages and fences, paid during the past year,	3,803 31	
Total amount expended for land, land-damages and fences,		\$32,654 06
For engineering, per last report, &c., &c.,	10,055 19	
For engineering paid during the past year,	100 63	
Total amount expended for engineering,		10,155 82
For agencies and other expenses, per last report,	4,623 84	
For agencies and other expenses, paid during the past year,	444 81	
Total amount expended for agencies and other expenses,		5,068 45
Total cost of road,		136,372 77
[Amount of income, &c., applied to reduce construction account,]	6,892 77	
[Account as reduced,]		129,390 00
CHARACTERISTICS OF ROAD.		
Length of road,	3 miles, 1300 feet.	
Length of single main track,	3 miles, 1300 feet.	
Length of double main track,	None.	
Length of branches owned by the Company, stating whether they have a single or double track,	None.	
Weight of rail per yard in main road,	52 lbs. per yard.	
Maximum grade, with its length in main road,	39 6-10 feet; whole dist.	
Total rise and fall in main road,	54½ feet. [6600 feet.	
Shortest radius of curvature, with length of curve in main road,	410 ft. rad. ; length, 200 ft.	
Total degrees of curvature in main road,	257½°	
Total length of straight line in main road,	2 42-100 miles.	
Aggregate length of wooden truss bridges,	101 feet.	
Number of public ways crossed at grade,	2	
Number of railroads crossed at grade,	None.	
Flag stations,	2	
Whole number of way stations,	3	
Whole number of flag stations,	2	
DOINGS DURING THE YEAR.		
[See Old Colony Company's Report.]		
MISCELLANEOUS.		
For taxes and insurance,	\$41 92	
INCOME DURING THE YEAR.		
Total Income,	7,530 00	
DIVIDENDS.		
[None. Income applied to reduce the debt.]		

The following Amendment of the Contract, subsisting between the Old Colony Railroad Corporation and the Dorchester and Milton Branch Railroad Company, dated November 10, 1847, and set forth in the Returns of said Corporations to the Legislature, in 1848, was made and indorsed in June, 1848, and is submitted as part of this Return :

"It is agreed that, if the Old Colony Railroad Corporation shall purchase, under the liberty given by the within indenture, the franchise and property of the Dorchester and Milton Branch Railroad Company, it, said Old Colony Railroad Corporation, shall be required to pay no greater part of the purchase-money therefor, in *its stock*, than an amount equal to the aggregate of the stock of the Dorchester and Milton Branch Railroad Company, valued at par, held by the stockholders thereof, at the time of said purchase; the balance of said purchase-money may, at the option of said Old Colony Railroad Corporation, be paid either in cash, or its stock at par.

Witness our hands, and the seals of the two corporations above-named, this day of June, in the year of our Lord one thousand eight hundred and forty-eight.

The Old Colony Railroad Corporation. By

(Copy.)

(Signed,)

E. H. DERBY, *President*.

Seal of the Old Colony Railroad Corporation.

The Dorchester and Milton Branch Railroad Company. By

(Signed,)

E. P. TILESTON, *President*.

Seal of the Dorchester and Milton Branch Railroad Company.

Memorandum of an Agreement, made between the Old Colony Railroad Company and the Dorchester and Milton Branch Railroad Company, this twenty-sixth day of July, 1851, subject to confirmation by the Directors of the latter.

1st. The cost of the Dorchester and Milton Branch Railroad is fixed, for the purposes of the lease, at (\$125,500,) one hundred and twenty-five thousand, five hundred dollars.

2d. The present contract, or lease, to be confirmed in every particular, excepting, that the term for which the lease is to continue, shall be until January 1, A. D. 1856, without power to either party to renew the same, subject to any rights which the mortgagees of the earnings may have in regard to said lease or contract.

The Old Colony Railroad Company, after the next autumnal change of hours, are to run, during the whole term, not less than four trains each way, in winter, and five in summer.

3d. The bonds guarantied by the Old Colony Railroad Company, are to be renewed by the Dorchester and Milton Branch Railroad Company,

52 DORCH. AND MILTON BRANCH RAILROAD.

for five years after they become due, without expense to the former, but are to be indorsed, as at present, by the former company.

4th. The Dorchester and Milton Branch Railroad Company shall execute a mortgage of their road franchise, and property of every description, to the Old Colony Railroad Company, to secure them against their said guarantee and cost of renewal of bonds, subject always to the existing mortgages.

5th. The arrearages of rent, to be paid with interest, and also the next payment which becomes due to the Dorchester and Milton Branch Railroad Company, to be applied by them to the payment of their floating debt, or to the purchase of their bonds.

6th. All future payments of rent, after the one next becoming due, to be made to two trustees, one to be named by each party, who are not to be paid for their services, and who are to apply the rents, 1st. To the payments of interest on the bonds; 2d. To the payment of 3 per cent. dividends semiannually, on any preferred stock, proceeds of which may have been used to provide for the debts of the company; 3d. To the payment of the second issue of bonds for \$22,500, or to buying the same before maturity; 4th. To the making a sinking fund for the redemption of the bonds of the second issue; and lastly, of the guarantee bonds, but with discretion; *both trustees agreeing* to buy up bonds of either issue. This article, also, subject to the rights of the mortgagees.

7th. Both parties to use their best endeavors to obtain an act of the next legislature, ratifying this agreement, and such parts of the old contract as are embodied herein, or such parts as may be thought to require it. And this agreement is only to take effect in case of such ratification.

8th. The Directors of the Dorchester and Milton Branch Railroad Company, and the members of their committee, to use their best endeavors to procure preferred stock to be taken, under their late act, to extent of ten thousand dollars, or more; the proceeds of which shall be applied to the extinguishment of the debt of the company.

9th. Should either party wish it, this agreement is to be drawn up in due form, and executed by both companies.

(Copy.)

I. M. FORBES,
E. P. TILESTON,
EWD. KING,

Committee of the Dorchester and Milton Branch Railroad Co.

FRANCIS B. CROWNINSHIELD,
NATHL. WHITING,
ALEXANDER HOLMES,

Committee of the Directors of the Old Colony Railroad Corporation.

It is understood that the mortgages referred to in the above agreement, are, 1st. The mortgage or pledge of the rents and profits to the bondholders of the second issue of \$22,500 ; and 2d. A mortgage upon the house adjoining the station at the Lower Mills.

I. M. FORBES,

FRANCIS B. CROWNINSHIELD.

NOTE.—This branch is under lease to the Old Colony Railroad Corporation, and has been, since it was made ready for equipment, which was in December, 1847. It was then furnished and equipped by that corporation, and has since been run by it,—the lease taking effect on the 1st January, 1848 ; therefore, some of the information called for above, cannot be furnished by us ; but it will doubtless be furnished by the Report from that corporation. The terms of the lease are set forth in full, in the Annual Reports of Railroad Corporations, Senate, No. 26, for 1847, p. 127.

The amount of claims outstanding, in favor of the Corporation, \$202 96

The amount of cash in treasury, - - - - - 182 38

The amount outstanding for arrear dividends, due and unpaid, - - - - - \$381 00

The amount of all outstanding liabilities of the company, for all demands whatsoever, so far as known to the treasurer or directors, other than those embraced in the funded and floating debt, as stated, is 401 23

On the 1st day of January, 1852, an instalment of rent, \$3,765, will fall due from the Old Colony Railroad Company, which, after providing for the payment of the semiannual interest of the funded debt, will leave \$2,165, to be applied to the reduction of the floating debt, thereby reducing the account, as stated, from \$129,390 to \$127,225.

The cost of depots, &c., and land and real estate therewith, owned by Corporation, \$16,690 09.

The stipulations entered into between this Company and the Old Colony Railroad Company, in modification of the contract subsisting between them, are herewith submitted.

SETH D. WHITNEY, *Treasurer.*

WM. PEIRCE,

EDW. KING,

NATHL. F. SAFFORD,

E. H. R. RUGGLES,

AMOS HOLLINGSWORTH,

Directors.

SIXTEENTH ANNUAL REPORT

OF THE

EASTERN RAILROAD COMPANY.

Return of the Eastern Railroad, under the Act of May 1, 1849, chap. 191, for the year ending June 30, 1851.

Capital stock,	-	-	-	\$3,150,000 00
Increase of capital since last report,	-	-	-	None.
Capital paid in per last report,	-	-	-	\$2,850,000 00
Capital paid in since last report,	-	-	-	None.
Total amount of capital stock paid in,	-	-	-	2,850,000 00
Funded debt, per last report,	-	-	-	500,000 00
Funded debt paid since last report,	-	-	-	None.
Funded debt, increase of, since last report,	-	-	-	None.
Total present amount of funded debt,	-	-	-	500,000 00
Floating debt, per last report,	-	-	-	481,153 30
Floating debt paid since last report,	-	-	-	183,973 08
Floating debt, increase of, since last report,	-	-	-	None.
Total present amount of floating debt,	-	-	-	297,180 22
				<hr/>
Total present amount of funded and floating debt,	-	-	-	797,180 22
Average rate of interest per annum paid during the year,	-	-	-	5 427-1000 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$281,689 08; February, \$282,845 08; March, \$263,615 08; April, \$251,529 98; May, \$216,898 41; June, \$222,040 47; July, \$420,718 12; August, \$355,716 12; September, \$370,529 75; October, \$320,758 00; November, \$281,558 00; December, \$288,058 00.				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	-	641,625 18
For graduation and masonry paid during the past year,	-	-	-	None.
Total amount expended for graduation and masonry,	-	-	-	641,625 18
For wooden bridges, per last report,	-	-	-	278,573 94
For wooden bridges paid during the past year,	-	-	-	None.
Total amount expended for wooden bridges,	-	-	-	278,573 94
Total amount expended for iron bridges, (if any),	-	-	-	None.
For superstructure, including iron, per last report,	-	-	-	952,171 74
For superstructure, including iron, paid during the past year,	-	-	-	None.
Total amount expended for superstructure, including iron,	-	-	-	952,171 74
For stations, buildings and fixtures, per last report,	-	-	-	453,283 68
For stations, buildings and fixtures, paid during the past year,	-	-	-	None.
Total amount expended for stations, buildings and fixtures,	-	-	-	453,283 68

For land, land-damages and fences, per last report,	\$268,600 10	
For land, land-damages and fences, paid during the past year,	None.	
Total amount expended for land, land-damages and fences,		\$268,600 10
For locomotives per last report,	139,037 85	
For locomotives, paid during the past year,	None.	
Total amount expended for locomotives,		139,037 85
For passenger and baggage cars, per last report,	107,710 85	
For passenger and baggage cars, paid during the past year,	None.	
Total amount expended for passenger and baggage cars,		107,710 85
For merchandise [and gravel] cars, per last report,	95,242 49	
For merchandise cars, paid during the past year,	None.	
Total amount expended for merchandise [and gravel] cars,		95,242 49
For engineering, per last report,	184,145 84	
For engineering, paid during the past year,	None.	
Total amount expended for engineering,		184,145 84
For agencies and other expenses, per last report,	None.	
For agencies and other expenses, paid during the past year,	None.	
Total amount expended for agencies and other expenses,	None.	
Total cost of road and equipment.		3,120,391 67

CHARACTERISTICS OF ROAD.

	Main Road.	Marble'd Branch.	Gloucester Branch.	Salisbury Branch.
Length of road.	38.1063			
Length of single main track,	38.1063			
Length of double main track,	16.			
Length of branches owned by the Company, stating whether they have a single or double track,				
[Single track,		3 miles	13.567	3.4112
Aggregate length of sidings and other tracks, excepting main track and branches,	1.4365			
Weight of rail per yard in main road,	45, 57 and 61.			
Weight of rail per yard in branch roads,	-	46 lbs.	46 lbs.	46 lbs.
Maximum grade, with its length in main road,				
[Length, 4600 feet,	40 ft.			
Maximum grade, with its length in branch roads,		40 ft.	45 ft.	41 ft.
Total rise and fall in main road,	578.297			
Total rise and fall in branch roads,		185 ft.	3326 ft.	394 ft.
Shortest radius of curvature, with length of curve in main road,	1000 ft.			
[Radius, 1140 ft.,				
Shortest radius of curvature, with length of curve in branch roads,		900 ft.	1910 ft.	400 ft.
[Radius, 1146 ft.,				
Total degrees of curvature in main road,	450°			
Total degrees of curvature in branch roads,			451°	283°
Total length of straight line in main road,	28.4950			
Total length of straight line in branches,		1.3310	7.1944	2.1662
Aggregate length of wooden truss bridges,	2,218 feet.			
Aggregate length of all other wooden bridges,	7,229 feet.			
Aggregate length of iron bridges,	None.			
Number of public ways crossed at grade,				
Number of railroads crossed at grade,				

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Way stations for express trains, - - -	1	
Way stations for accommodation trains, - - -	13	
Flag stations, - - -	7	
Whole number of way stations, - - -	13	
Whole number of flag stations, - - -	7	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	239,994	
Miles run by freight trains, - - -	34,330	
Miles run by other trains, - - -	44,576	
Total miles run, - - -		318,900
Number of passengers carried in the cars, - - -	993,256	
Number of passengers carried one mile, - - -	10,654,945	
Number of tons of merchandise carried in the cars, - - -	61,952	
Number of tons of merchandise carried one mile, - - -	1,468,484	
Number of passengers carried one mile, to and from other roads, - - -	2,401,677	
Number of tons carried one mile, to and from other roads, - - -	277,672	
Rate of speed adopted for express passenger trains including stops, - - -	22 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	21 do do	
Rate of speed adopted for accommodation trains, - - -	21 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	20 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	22 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	3,623,616	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	2,806,132	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$24,426 31	
For repairs of wooden bridges, - - -	3,470 18	
For wages of switchmen, average per mo., \$34 20	Total, } 5,068 25	
For wages of gate-keepers, average per mo., } 23 50		
For wages of signal men, average per mo., } 30 00		
For wages of watchmen, average per mo., 30 00		
Number of men employed exclusive of those engaged in construction, - - -	265	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) [Labor, \$343 22; Steam power and tools, \$167 67,	510 89	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	1,820 13	
Total for maintenance of way, - - -		\$35,295 76
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	14 501 91	
For new locomotives to cover depreciation, [charged below in renewals,] - - -		
For repairs of passenger cars, - - -	13,634 43	

For new passenger cars to cover depreciation, [charged below in renewals.] - - -		
For repairs of merchandise cars, - - -	\$1,125	05
For new merchandise cars, to cover depreciation, [charged below in renewals.] - - -		
For repairs of gravel and other cars, - - -	515	32
Total for maintenance of motive power and cars, -		\$29,776 71
Number of engines, - - - - -	21	
Number of passenger cars, - - - - -	49	
Number of baggage cars, - - - - -	6	
Number of merchandise cars, - - - - -	104	
Number of gravel cars, - - - - -	45	
Number of mail cars, - - - - -	3	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, [10,713 cords,] - - - - -	50,391	97
Coal, [not used on locomotives,] - - - - -		
For oil used by cars and engines, [4,572 gallons,] -	4,367	61
For waste and other material for cleaning, [11,688 pounds,] - - - - -	808	67
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	40,892	65
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	12,601	20
For gratuities and damages, - - - - -	89	07
For taxes and insurance, - - - - -	2,139	05
For ferries, - - - - -	6,649	99
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	1,516	86
For interest, - - - - -	29,200	37
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	7,869	30
Total miscellaneous, - - - - -		159,526 74
Total expenditures for working the road, - - -		294,599 21
INCOME DURING THE YEAR.		
<i>For Passengers:</i>		
1. On main road, including branches owned by company, - - - - -	322,354	80
2. To and from other roads, specifying what, [Portland, Saco and Portsmouth,] - - -	49,812	95
<i>For Freight:</i>		
1. On main road and branches owned by company, -	49,878	07
2. To and from other connecting roads, - - -	10,127	08
U. S. mails, - - - - -	8,324	00
Rents, [property accounts and incidental receipts,] -	61,557	63
Total income, - - - - -		502,054 53
Net earnings after deducting expenses, - - -		277,455 32
DIVIDENDS.		
8 Per cent. Total, - - - - -		267,400 00
Surplus not divided, - - - - -		10,055 32

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Surplus last year, [June 30, 1850.]	-	-	\$64,147 35
Total Surplus,	-	-	74,202 67
From which there has been expended for renewals,	-	-	
Of road and bridges,	22,480 91	-	
Of buildings,	2,013 36	-	
Of engines and cars,	1,942 45	-	
Of ferry boat,	23,588 29	-	
For gratuities and damages appertenant to former years,	1,924 12	51,949 13	
Balance of surplus, June 30, 1851.	-	-	22,253 54

CONDENSED STATEMENT OF THE FOREGOING RETURN.

Cost of road and equipment,	-	-	\$3,120,391 67
Capital paid in,	-	\$2,850,000 00	
Funded debt,	-	500,000 00	
			3,350,000 00
Balance,	-	-	229,608 22
Balances due, called floating debt,	-	-	297,180 22
Total,	-	-	526,868 55
Invested in real estate, stock, bonds, cash, balances due, and materials on hand for future use.	-	-	526,868 55
Income from railroad,	-	454,452 56	
Current expenses,	-	195,398 84	
Balance,	-	259,053 72	
Income from property, &c.,	\$47,601 97		
Less interest paid,	-	29,200 37	
		18,401 60	
Net income from road and property,	-	-	277,455 32
Dividend, 8 per cent.,	-	-	267,400 00
Surplus for the year	-	-	10,055 32
Surplus, June 30, 1850,	-	-	64,147 35
Total surplus, June 30, 1851,	-	-	74,202 67
From which, deduct renewals and contingencies, paid,	-	-	51,949 13
Surplus, June 30, 1851.	-	-	\$22,253 54

The Directors of the Eastern Railroad submit the preceding Report of the doings and income of the Company for the year ending June 30, 1851.

ACCIDENTS.—No fatal accident has occurred during the year.

August 5, 1850.—The train that left Boston for Gloucester, came in collision with a coal train, on the crossing of the Essex Railroad in Salem; Mr. Henry Knowles, the engineer, had his right arm crushed, so that it was necessary to amputate it. He has since recovered.

August 17.—Abraham Thompson of Salem, while walking on the track near Castle Hill, in Salem, was struck by the train and had his foot crushed, so that it was necessary to amputate it.

October 23.—The engine struck a man who was walking between the tracks in Lynn, and slightly injured him. Name unknown.

January 23, 1851.—A wheel broke on one of the trains, between Boston and Lynn, which alarmed some of the passengers, and a lady named Howard, jumped off the cars, and was somewhat injured.

January, 25.—Moses Redmond of Salem, in attempting to get upon the cars while the train was passing Marginal Street, East Boston, fell alongside the track, and the wheel passed over his legs, crushing them badly. He was brought to Salem, at his own request, and both legs were amputated by Dr. E. B. Pearson.

ALBERT THORNDIKE,
ICHABOD GOODWIN.
SAM'L. PHILBRICK,
ISAIAH BREED,
S. HOOPER,
B. T. REED.

Directors.

SUFFOLK, ss. *Boston, December 18, 1851.* The above-named Albert Thorndike, Ichabod Goodwin, Samuel Philbrick, B. T. Reed, Isaiah Breed, and Samuel Hooper, personally appeared before me, and made oath, that the above statement, subscribed by them, is true, according to their best knowledge and belief.

GEORGE W. CROCKETT, *Justice of the Peace.*

NOTE.—The foregoing Return embraces a portion of the Return of the year 1850, and is made to end June 30, 1851, conformably to the act of 1851, chap. 102. By that act, this company can make an *annual* return in no other way, as all its accounts are closed on the 30th day of June, and 31st day of December in each year. This Return consequently repeats that part of the year 1850, from July 1 to December 31, both in "Doings during the year," and Accidents, which were stated in the last Annual Return.

SIXTH ANNUAL REPORT

OF THE

ESSEX RAILROAD COMPANY.

Return of the Essex Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - -		\$700,000 00
Capital paid in per last report, - - -	\$294,877 31	
Capital paid in since last report, - - -	300 00	
Total amount of capital stock paid in, - - -		295,177 31
Funded debt, per last report, - - -	204,461 39	
Funded debt, increase of, since last report, - - -	63,200 00	
Total present amount of funded debt, - - -		267,661 39
Floating debt, per last report, - - -	68,645 60	
Floating debt, increase of, since last report, - - -	8,964 97	
Total present amount of floating debt, - - -		77,110 57
Total present amount of funded and floating debt, - - -		345,371 96
Maximum amount of debt for each month during the year, viz.: January, \$274,131 99; February, \$274,328 70; March, \$274,478 70; April \$274,478 70; May, \$275,071 96; June, \$278,778 46; July, \$278,778 46; August, \$278,778 46; September, \$282,071 96; October, \$345,271 96; November, \$345,371 96.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	216,836 48	
For graduation and masonry, paid during the past year, - - - -	18,864 36	
Total amount expended for graduation and masonry, -		235,700 84
For wooden bridges, per last report, - - -	15,234 45	
For wooden bridges, paid during the past year, - - -	13,948 43	
Total amount expended for wooden bridges, - - -		29,182 88
For superstructure, including iron, per last report, -	152,855 55	
For superstructure, including iron, paid during the past year, - - -	7,907 02	
Total amount expended for superstructure, including iron, - - -		160,762 57
For stations, buildings and fixtures, per last report, -	34,389 12	
For stations, buildings and fixtures, paid during the past year, - - -	5,360 08	
Total amount expended for stations, buildings and fixtures, - - -		39,749 20
For land, land-damages and fences, per last report, -	77,503 64	
For land, land-damages and fences, paid during the past year, - - -	17,156 21	
Total amount expended for land, land-damages and fences, - - -		94,659 85

For locomotives, per last report, - - -		
For locomotives, paid during the past year, - - -		
Total amount expended for locomotives, - - -		
For passenger and baggage cars, per last report, - - -	} No locomotive, passenger, baggage, or freight cars, are owned by this company.	
For passenger and baggage cars, paid during the past year, - - -		
Total amount expended for passenger and baggage cars, - - -		
For merchandise cars, per last report, [gravel and hand cars,] - - -		\$4,717 00
Total amount expended for merchandise cars, - - -		\$4,717 00
For engineering, per last report, - - -		15,685 16
For engineering, paid during the past year, - - -		703 31
Total amount expended for engineering, - - -		16,388 47
For agencies and other expenses, per last report, - - -		20,648 01
For agencies and other expenses, paid during the past year, - - -		336 93
Total amount expended for agencies and other expenses, - - -		20,984 94
Total cost of road and equipment, - - -		602,135 75
CHARACTERISTICS OF ROAD.		
Length of road, - - -		19.86 miles.
Length of single main track, - - -		17.86 "
Length of double main track, - - -		2 miles, Salem to S. Danvers.
Length of branches owned by the company, stating whether they have a single or double track, - - -		1.36 miles, single.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -		4400 feet.
Weight of rail per yard in main road, - - -		56 and 60 lbs.
Weight of rail per yard in branch roads, - - -		58 lbs.
Specify the different weights per yard, - - -		The three above-named.
Maximum grade, with its length in main road, - - -		55 feet—18,840 feet.
Maximum grade, with its length in branch roads, - - -		25 feet—200 feet.
Total rise and fall in main road, - - -		594½ feet.
Total rise and fall in branch roads, - - -		8 feet.
Shortest radius of curvature, with length of curve in main road, - - -		477½ ft.—900 ft. in length.
Shortest radius of curvature, with length of curve in branch roads, - - -		446 feet—200 ft. in length.
Total degrees of curvature in main road, - - -		839° 37'
Total degrees of curvature in branch roads, - - -		156°
Total length of straight line in main road, - - -		14.6 miles.
Total length of straight line in branches, - - -		1.03 "
Aggregate length of wooden truss bridges, - - -		40 feet.
Aggregate length of all other wooden bridges, - - -		5383 feet.
Aggregate length of iron bridges, - - -		None.
Whole length of road unfenced on both sides, - - -		4½ miles.
Number of public ways crossed at grade, - - -		29
Number of railroads crossed at grade, - - -		1
Remarks, - - -	{ The Branch crosses Eastern Railroad in Salem. No Express trains.	
Way stations for express trains, - - -		8
Way stations for accommodation trains, - - -		5
Flag stations, - - -		8
Whole number of way stations, - - -		5
Whole number of flag stations, - - -		5

DOINGS DURING THE YEAR.		
Miles run by passenger trains,	-	41,816
Miles run by freight trains,	-	5,497
Miles run by other trains,	-	3,160
Total miles run,	-	50,473
Number of passengers carried in the cars,	-	90,726
Number of passengers carried one mile,	-	764,495
Number of tons of merchandise carried in the cars,	-	17,666 1866-2000
Number of tons of merchandise carried one mile,	-	317,562 983-2000
Number of passengers carried one mile, to and from other roads,	-	357,200
Number of tons carried one mile, to and from other roads,	-	138,462 1510-2000
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	No Express trains.
Rate of speed adopted for accommodation trains,	-	25 miles.
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	24 "
Average rate of speed adopted for freight trains, including stops and detentions,	-	15 "
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,	-	541,630
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	-	553,473
EXPENDITURES FOR WORKING THE ROAD.		
Total for maintenance of way,	-	\$4,879 04
MOTIVE POWER AND CARS.		
For repairs of locomotives,	-	The road has been run by Wm. Sutton, Esq., under a contract, 50,473 miles, at 55 cents per mile, making \$27,560 15. The road is now run by the Eastern Railroad Company, under a contract, the details of which are not yet completed.
For new locomotives, to cover depreciation,	-	
For repairs of passenger cars,	-	
For new passenger cars, to cover depreciation,	-	
For repairs of merchandise cars,	-	
For new merchandise cars, to cover depreciation,	-	
For repairs of gravel and other cars,	-	
Total for maintenance of motive power and cars,	-	
Number of engines,	-	
Number of passenger cars,	-	
Number of baggage cars,	-	
Number of merchandise cars,	-	
Number of gravel cars,	-	
MISCELLANEOUS.		
For interest,	-	\$7,521 00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items,	-	761 05
Total expenditures for working the road,	-	\$32,439 19
INCOME DURING THE YEAR.		
For passengers:—		
1. On main road, including branches owned by company,	-	24,648 97
2. To and from other roads, specifying what,	-	9,646 85

<i>For freight :—</i>		
1. On main road and branches owned by company, - - - - -	\$15,311 22	
2. To and from other connecting roads, - - - - -	5,025 08	
Total income, - - - - -		\$39,960 19
Net earnings, after deducting expenses, - - - - -		7,521 00
[The sum to be paid for the use of the Essex Railroad, from Salem to South Danvers, by the Salem and Lowell and South Reading Branch Railroads, has not yet been ascertained, but has, in part, been, by consent of the roads, submitted to arbitration.]		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		No depreciation is estimated
Road and bridges, - - - - -	-	on road, bridges and buildings; the repairs during the
Buildings, - - - - -	-	last year having been fully
Engines and cars, - - - - -	-	equal to the depreciation.

No accident has occurred upon the road during the year.

GEO. HODGES,
DAVID PINGREE,
EBEN. SUTTON,
NATHANIEL B. MANSFIELD,
N. WESTON,
JOHN B. SILSBEE,
Directors.

ESSEX, ss. Salem, December 29, 1851. Then personally appeared George Hodges, David Pingree, Eben. Sutton, Nathaniel B. Mansfield, N. Weston, and John B. Silsbee, directors of the Essex Railroad Company, and severally made oath, that the within Return, by them subscribed, is true, according to the best of their knowledge and belief.

Before me, STEPHEN P. WEBB, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

FALL RIVER RAILROAD COMPANY.

Return of the Fall River Railroad, under the Act of May 1, 1849, chap. 191.

Capital Stock, [authorized,]	-	-	\$1,200,000 00
Capital paid in per last report,	-	-	\$1,050,000 00
Total amount of capital stock paid in,	-	-	1,050,000 00
Funded debt, per last report,	-	-	} No funded debt.
Funded debt paid since last report, -	-	-	
Funded debt, increase of, since last report, -	-	-	
Total present amount of funded debt,	-	-	
Floating debt, per last report, [balance of,]	-	-	20,880 28
[Debts receivable, and money on hand,	-	-	58,977 62
[Debts payable,	-	-	2,748 20
[Balance in favor of company,	-	-	56,229 42
Average rate of interest per annum paid during the year,	-	-	6 per cent.
Maximum amount of debt for each month during the year, viz.: December, 1850, \$24,627; January, 1851, \$16,257; February, \$12,256 57; March, \$7,426 65; April, \$7,426 65; May, \$7,426 65; June, \$7,426 65; July, \$13,426 65; August, \$9,426 65; September, \$3,426 65; October, \$155 60; November, \$155 60.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	256,290 98
For graduation and masonry diminished during the past year,	-	-	2,290 98
Total amount expended for graduation and masonry,	-	-	254,000 00.
For wooden bridges, per last report,	-	-	7,221 43
For wooden bridges diminished during the past year,	-	-	221 43
Total amount expended for wooden bridges,	-	-	7,000 00
Total amount expended for iron bridges, (if any,) -	-	-	No iron bridges,
For superstructure, including iron, per last report, -	-	-	403,355 46
For superstructure, including iron, diminished during the past year,	-	-	3,355 46
Total amount expended for superstructure, including iron,	-	-	400,000 00
For stations, buildings and fixtures, per last report,	-	-	78,624 70
For stations, buildings and fixtures, diminished during the past year,	-	-	1,624 70
Total amount expended for stations, buildings and fixtures,	-	-	77,000 00
For land, land-damages and fences, per last report,	-	-	131,198 93
For land, land damages and fences, diminished during the past year,	-	-	1,198 93

Total amount expended for land, land-damages and fences, - - - - -		\$130,000 00
For locomotives per last report, - - - - -	\$68,875 99	
For locomotives, diminished during the past year, - - - - -	2,375 99	
Total amount expended for locomotives, - - - - -		66,000 00
For passenger and baggage cars, per last report, - - - - -	43,911 86	
For passenger and baggage cars, diminished during the past year, - - - - -	2,911 86	
Total amount expended for passenger and baggage cars, - - - - -		41,000 00
For merchandise cars, per last report, - - - - -	45,574 74	
For merchandise cars, diminished during the past year, - - - - -	3,329 64	
Total amount expended for merchandise cars, - - - - -		42,245 10
For engineering, per last report, - - - - -	30,358 02	
For engineering, diminished during the past year, - - - - -	358 02	
Total amount expended for engineering, - - - - -		30,000 00
For agencies and other expenses, per last report, - - - - -	2,754 90	
Total amount expended for agencies and other expenses, - - - - -		2,754 90
Total cost of road and equipment, - - - - -		1,050,000 00

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	42 and 242-1000 miles.
Length of single main track, - - - - -	All single.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	5 miles.
Weight of rail per yard in main road, - - - - -	52 to 57 lbs.
Specify the different weights per yard, - - - - -	52, 54, 56, and 57 lbs.
Maximum grade, with its length in main road, - - - - -	44 and 88-100 ft.; length, 874 feet. [2400 feet.
Total rise and fall in main road, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	955 feet, for 400 feet.
Total degrees of curvature in main road, - - - - -	685° 36' 54" 5"
Total length of straight line in main road, - - - - -	30 and 338-1000 miles.
Aggregate length of wooden truss bridges, - - - - -	67 feet.
Aggregate length of all other wooden bridges, - - - - -	802 "
Aggregate length of iron bridges, - - - - -	No iron bridges.
Whole length of road unfenced on both sides, - - - - -	All fenced.
Number of public ways crossed at grade, - - - - -	48
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	See close of the Return.
Way stations for express trains, - - - - -	2
Way stations for accommodation trains, - - - - -	7
Flag stations, - - - - -	9
Whole number of way stations, - - - - -	7
Whole number of flag stations, - - - - -	9

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - - -	86,767	
Miles run by freight trains, - - - - -	52,864	
Miles run by other trains, - - - - -	868	
Total miles run, - - - - -		140,499
Number of passengers carried in the cars, - - - - -	285,756	
Number of passengers carried one mile, - - - - -	5,735,415	
Number of tons of merchandise carried in the cars, - - - - -	74,999	
Number of tons of merchandise carried one mile, - - - - -	2,079,599	

Number of passengers carried one mile, to and from other roads, - - -	5,166,395
Number of tons carried one mile, to and from other roads, - - -	1,739,399
Rate of speed adopted for express passenger trains, including stops, - - -	29 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	29 " "
Rate of speed adopted for accommodation trains, - - -	22 " "
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 " "
Average rate of speed actually attained by special trains, including stops and detentions, - - -	22 " "
Average rate of speed adopted for freight trains, including stops and detentions, - - -	13 " "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	3,335,012
Estimated weight in tons of merchandise cars, not including freight,) hauled one mile, - - -	3,858,288

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, - - -	\$28,951 54
For repairs of wooden bridges, - - -	3 13
For renewals of iron, including laying down, [(three hundred tons made use of,) included in repairs,] - - -	
For wages of switchmen, average per month, \$30,	
For wages of gate-keepers, average per month, \$30,	
For wages of signal men, average per month, \$30,	
For wages of watchmen, average per month, \$30,	
Number of men employed, exclusive of those engaged in construction, - - -	150
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	136 91
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	538 39
Total for maintenance of way, - - -	32,218 38

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$5,929 96
For new locomotives to cover depreciation, - - -	7,500 00
For repairs of passenger cars, - - -	4,490 57
For new passenger cars to cover depreciation, - - -	1,200 00
For repairs of merchandise cars, - - -	6,077 22
For new merchandise cars to cover depreciation, - - -	2,000 00
For repairs of gravel and other cars, - - -	61 27
Total for maintenance of motive power and cars, - - -	27,259 02
Number of engines, - - -	10
Number of passenger cars, - - -	16
Number of baggage cars, - - -	8, of which 3 are platform.
Number of merchandise cars, - - -	
Number of gravel cars, - - -	131

MISCELLANEOUS.		
For fuel used by engines during the year, viz. :		
Wood, - - - - -	-	\$23,406 88
Coal, [used at stations and in workshops,] - - -	-	1,040 62
For oil used by cars and engines, [and at stations,] - -	-	2,839 14
For waste and other material for cleaning, - - -	-	500 86
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	-	14,312 66
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	-	17,469 01
For gratuities and damages, - - - - -	-	273 44
For taxes and insurance, - - - - -	-	425 00
For repairs of station buildings, aqueducts, fixtures, furniture, [including improvements,] - - - - -	-	5,225 58
For interest, [account,] - - - - -	-	414 51
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [other companies share according to agreement.] - - - - -	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	-	7,142 30
Total miscellaneous, - - - - -	-	\$73,050 00
Total expenditures for working the road, - - -	-	132,527 40
INCOME DURING THE YEAR.		
<i>For passengers</i> :—		
1. On main road including branches owned by company, - - - - -	} 133,393 60	
2. To and from other roads, specifying what, - - -		
<i>For freight</i> :—		
1. On main road and branches owned by company, - - - - -	} 91,094 87	
2. To and from other connecting roads, - - - - -		
U. S. mails, - - - - -		3,120 30
Rents, [\$315 21; expresses, \$4,398 28, - - - - -		4,713 49
Total income, - - - - -		232,322 26
Net earnings, after deducting expenses, - - -		99,794 86
DIVIDENDS.		
7½ per cent. Total, - - - - -		78,750 00
Surplus not divided, - - - - -		21,044 86
Surplus last year, - - - - -		26,712 77
		47,757 63
[Charged off and credited cost of road and equipment, - - - - -		18,167 01
Total surplus, [as carried to new account, - - -		29,590 62
ESTIMATED DEPRECIATION BEYOND THE REPAIRS, VIZ.:		
Road and bridges, - - - - -		The property of the corporation, in the aggregate, is probably worth more than it was twelve months ago.
Buildings, - - - - -		
Engines and cars, - - - - -		

Of the dividends reported, four and a half per cent., amounting to \$47,250, has been ordered, subsequent to the close of the business year, and thereby reduces the balance of debts, receivable in that amount.

The cost of road and equipment has been reduced from last year, by the sum of \$18,167 01. This amount has been taken from income, and thus appropriated as an offset for overcharges which had been made—charges for which there had been no corresponding expenditure. The cost of road and equipment, as now reported, is somewhat less than was the actual expenditure. The balance of the credit, however, may be regarded as an offset, in part, for depreciation.

ACCIDENTS.

On the 27th day of *January*, in the evening of that day, Mrs. Jane Murgatroid, when walking upon the track, near the depot at Fall River, was run over by the train, and so severely injured that she died in a few hours thereafter. At the time of the accident it was dark, and the men employed were in the act of making up the train for the next morning.

On the 15th day of *March*, Simeon Dresser, a person employed as a brakeman upon a freight train, when in the performance of that service, was brought in contact with a bridge, in the town of Middleborough, and so much injured that he survived but for a very short time.

On the 30th of *October*, Timothy Sullivan, also a brakeman, employed upon a freight train, was brought in contact with a bridge, in North Bridgewater, as was supposed, and was so severely injured that he survived but for two or three days. As the accident, which resulted in the death of Mr. Sullivan, was witnessed by no one, it is not positively known whether the bridge was the cause of his death. When found he was a short distance past the bridge, and the injury may have been occasioned by falling from the cars.

All which is respectfully submitted,

NATHANIEL B. BORDEN,
RICHARD BORDEN,
ROYAL TURNER,
JEFFERSON BORDEN,
NAHUM STETSON,
C. C. GILBERT,
JOSEPH S. TILLINGHAST,
Directors.

BRISTOL, ss. *Fall River, December 24, 1851.* Then the said Nathaniel B. Borden, Richard Borden, Royal Turner, Jefferson Borden, Nahum Stetson, and C. C. Gilbert, personally appeared and made oath, and said Joseph S. Tillinghast personally appeared, and made affirmation, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

JOHN H. W. PAGE, *Justice of the Peace.*

TENTH ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY.

Return of the Fitchburg Railroad, under the Act of May 1, 1849, chap. 191. This report is for Eleven months only, from January 1st to December 1st, 1851. The yearly accounts of this Company have been kept from January 1st to December 31. The former reports have been so made, and the return for December last was in the last report. As the Legislature has altered the time for making the returns, the next report will include the whole year, from December 1st, to December 1st.

Capital stock, - - - - -	\$3,540,000 00
Increase of capital since last report, [to construct Waltham and Watertown Branch Railroad,] - - -	\$40,000 00
Capital paid in per last report, - - - - -	3,500,000 00
Capital paid in since last report, - - - - -	40,000 00
Total amount of capital stock paid in, - - - - -	3,540,000 00
Funded debt per last report, [Note given for depot land in Boston, due June 1855,] - - - - -	100,000 00
Funded debt paid since last report, - - - - -	None.
Funded debt, increase of since last report, - - - - -	None.
Total present amount of funded debt, - - - - -	100,000 00
Floating debt, per last report, - - - - -	None.
Floating debt paid since last report, - - - - -	None.
Floating debt, increase of, since last report, [Notes given for iron rails, most of which are now on hand,] - - - - -	16,508 00
Total present amount of floating debt, - - - - -	16,508 00
Total present amount of funded and floating debt, - - - - -	116,508 00
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$100,000; February, \$100,000; March, \$100,000; April, \$100,000; May, \$100,000; June, \$100,000; July, \$100,000; August, \$100,000; September, \$100,000; October, \$100,000; November, \$116,508.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - -	730,339 63
For graduation and masonry paid during the past year, [including Waltham & Watertown Branch,] - - -	9,952 22
Total amount expended for graduation and masonry, - - -	740,291 85
For wooden bridges, per last report, - - - - -	171,064 99
For wooden bridges paid during the past year, [including Waltham and Watertown Branch,] - - -	4,852 26

Total amount expended for wooden bridges, -	\$175,917 25
Total amount expended for iron bridges, (if any,) -	None.
For superstructure, including iron, per last report, -	\$1,050,082 21
For superstructure, including iron, paid during the past year, [including Waltham and Watertown Branch,] -	14,323 53
Total amount expended for superstructure, including iron, -	1,064,405 74
For stations, buildings and fixtures, per last report, -	423,384 48
For stations, buildings and fixtures, paid during the past year, [including Waltham and Watertown Branch,] -	12,877 72
Total amount expended for stations, buildings and fixtures, -	436,262 20
For land, land-damages and fences, per last report, -	706,440 89
For land, land-damages and fences, paid during the past year, [including Waltham and Watertown Branch,] -	9,391 15
Total amount expended for land, land-damages and fences, -	715,832 04
For locomotives, per last report, -	200,390 12
For locomotives, paid during the past year, -	7,875, 00
Total amount expended for locomotives, -	208,265 12
For passenger and baggage cars, per last report, -	52,150 20
For passenger and baggage cars, paid during the past year, -	Nothing.
Total amount expended for passenger and baggage cars, -	52,150 20
For merchandise cars, per last report, -	170,199 32
For merchandise cars, paid during the past year, -	Nothing.
Total amount expended for merchandise cars, -	170,199 32
For engineering, per last report, -	48,230 75
For engineering, paid during the past year, [including Waltham and Watertown Branch,] -	932 50
Total amount expended for engineering, -	49,163 25
For agencies and other expenses, per last report, -	Nothing.
For agencies and other expenses, paid during the past year, -	Nothing.
Total amount expended for agencies and other expenses, -	Nothing.
Total cost of road and equipment, [including Waltham and Watertown Branch,] -	3,612,486 97

CHARACTERISTICS OF ROAD.

Length of road, -	50 93-100 miles.
Length of single main track, -	All double track.
Length of double main track, -	50 93 100 miles.
Length of branches owned by the company, stating whether they have a single or double track, -	16 85-100 miles; single [track.
Aggregate length of sidings and other tracks, excepting main track and branches, -	14½ miles.
Weight of rail per yard in main road, -	56 to 58½ lbs.
Weight of rail per yard in branch roads, [Except Lancaster and Sterling, which is 49 lbs.] -	56 lbs.
Specify the different weights per yard, -	Old track 56 lbs; new track [58 lbs.
Maximum grade, with its length in main road, [made up of four separate planes in different parts of the road,] -	the aggregate. 40 feet; 5 12-100 miles in

Maximum grade, with its length in branch roads, -	46 feet.
Total rise and fall in main road, - - -	739½ ft. rise; 313½ ft. fall.
Total rise and fall in branch roads, - - -	156 4-10 feet.
Shortest radius of curvature, with length of curve in main road, - - -	818 feet, and 500 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - -	385 feet, and 530 feet long.
Total degrees of curvature in main road, - - -	1694½°.
Total degrees of curvature in branch roads, - - -	1291°.
Total length of straight line in main road, - - -	34 67-100 miles.
Total length of straight line in branches, - - -	11 88-100 miles.
Aggregate length of wooden truss bridges, - - -	490 feet.
Aggregate length of all other wooden bridges, - - -	7976 feet.
Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, - - -	None.
Number of public ways crossed at grade, - - -	88 on main line and branches.
Number of railroads crossed at grade, - - -	4
Way stations for express trains, - - -	2 up, and 3 down.
Way stations for accommodation trains, - - -	15 on main line.
Flag stations, - - -	10 on main line.
Whole number of way stations, - - -	27 on main line and branches.
Whole number of flag stations, - - -	16 on main line and branches.

DOINGS DURING ELEVEN MONTHS.

Miles run by passenger trains, - - -	244,627	
Miles run by freight trains, - - -	120,752	
Miles run by other trains, - - -	6,520	
Total miles run, - - -		371,899
Number of passengers carried in the cars, - - -	1,261,159	
Number of passengers carried one mile, - - -	14,204,109	
Number of tons of merchandise carried in the cars, - - -	313,713	
Number of tons of merchandise carried one mile, - - -	7,345,035	
Number of passengers carried one mile, to and from other roads, - - -	5,731,631	
Number of tons carried one mile, to and from other roads, - - -	4,938,336	
Rate of speed adopted for express passenger trains, including stops, - - -	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	30½ do do	
[Average] rate of speed adopted for accommodation trains, - - -	24½ do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	24 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	17½ do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12½ do do	
Estimated weight in tons (of passenger cars, (not including passengers,) hauled one mile. - - -	8,251,920	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	11,652,056	

EXPENDITURES FOR WORKING THE ROAD.

[Eleven months to December 1st, 1851.]

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$31,209 84
For repairs of wooden bridges, - - -	758 77

For renewals of iron, including laying down, [after allowing for old iron taken up.] - - -	\$5,796 44	
For wages of switchmen, average per month, \$26 00,		Total, } 12,617 86
For wages of gate-keepers, average per month, \$29 20,		
For wages of signal men, average per month, \$31 66,		
For wages of watchmen, average per month, \$30 00,		
Number of men employed, exclusive of those engaged in construction, [average per month,] -	427	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	146 30	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	237 20	
Total for maintenance of way, - - -		\$50,766 41
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	18,384 83	
For new locomotives to cover depreciation, - -	32 51	
For repairs of passenger cars, - - -	14,687 51	
For new passenger cars to cover depreciation, -	3,450 00	
For repairs of merchandise cars, - - -	13,402 04	
For new merchandise cars to cover depreciation, -	10,040 73	
For repairs of gravel and other cars, - - -	181 13	
Total for maintenance of motive power and cars, -		60,178 75
Number of engines, - - -	26	
Number of passenger cars, - - -	28	Eight wheeled.
Number of baggage cars, - - -	8	" "
Number of merchandise cars, - - -	500	Four "
Number of gravel cars, - - -	59	" "
MISCELLANEOUS.		
[Eleven months, to December 1st, 1851.]		
For fuel used by engines during [eleven months,] -		57,906 39
Wood, - - -	56,584 99	
Coal, - - -	1,321 40	
For oil used by cars and engines, - - -	5,702 53	
For waste and other material for cleaning, - -	913 83	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	36,280 77	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	48,371 08	
For gratuities and damages, - - -	2,238 06	
For taxes and insurance, - - -	5,512 17	
For ferries, - - -	Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	4,980 64	
For interest, [on Note for \$100,000, less interest received,] - - -	5,268 89	
		167,174 36
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -	Nothing.	
For amount paid other companies as rent for use of their roads, &c., specifying each company, -		
[Lexington and West Cambridge, - - -		8,130 32
Peterborough and Shirley, - - -		15,513 12
For salaries of president, treasurer, superintendent law expenses, office expenses of the above offices		

and all other expenses not included in any of the foregoing items, - - - - -	\$8,614 00
Total miscellaneous, - - - - -	199,431 80
Total expenditures for working the road, - - - - -	310,376 96
INCOME DURING ELEVEN MONTHS.	
<i>For passengers:—</i>	
1. On main road, including branches owned and leased by company, - - - - -	\$164,303 95
2. To and from other roads, specifying what, - - - - -	
[Cheshire and connecting roads, Vermont and Massachusetts, Worcester and Nashua, Stony Brook, Peterborough and Shirley in N. H., and Harvard Branch, - - - - -	76,410 04
<i>For freight:—</i>	
1. On main road and branches owned and leased by company, - - - - -	115,931 62
2. To and from other connecting roads, - - - - -	
[Vermont and Massachusetts, Fitchburg and Worcester, Worcester and Nashua, Stony Brook and Cheshire, and connecting roads, - - - - -	143,326 88
U. S. mails, - - - - -	6,125 08
Rents, [and miscellaneous received, \$5,915 19, and due, \$4,000 00.] - - - - -	9,915 19
Total income, [for Eleven months,] - - - - -	516,012 76
Net earnings, after deducting expenses, [for Eleven months, in which is included a large sum for new cars, new turnouts, new work, &c., &c.,] - - - - -	205,635 80
DIVIDENDS,	
[Last July, divided 4] per cent. Total, - - - - -	140,000 00
Surplus not divided, - - - - -	65,635 80
Surplus last year, - - - - -	76,329 58
Total surplus, [November 29, 1851, out of which, and the earnings for the next month, December, a dividend of 3 per cent. is to be paid, January 1, 1852.] - - - - -	141,965 38
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.	
Road and bridges, - - - - -	The road, bridges, buildings, engines and cars have been kept in good order. The contingent fund is intended to cover and make good any depreciation beyond renewals and repairs.
Buildings, - - - - -	
Engines and cars, - - - - -	

By certain acts of the Legislature, passed in the years 1849 and 1851, Seth Bemis and others, were authorised to locate and construct a Branch road, commencing at the termination of the Watertown Branch of the Fitchburg Railroad in Watertown, and extending to, and connecting with the main line of the Fitchburg Railroad in Waltham, a distance of about two miles. Said acts also provided that the Fitchburg Railroad Company might, by a vote of the stockholders of said Company, at a special meeting called for that purpose, accept said acts and locate and construct said

Branch Railroad, whereupon the grant to Seth Bemis and others should cease and determine. A special meeting of the Fitchburg Railroad Company was called at Concord, on the 17th of July last, and the acts above-named unanimously accepted, and a vote passed, authorising the Directors to locate and construct said Branch Railroad forthwith. Contracts were made and the Railroad was finished so far as to run freight trains over the same, on the 1st of December, instant. The items of land damages, construction, &c., &c., are included in this report.

ACCIDENTS.

May 7.—In Concord, James Warren, fireman on freight train, fell between the engine and tender (the bolt connecting them having broken) on to the track, and several wheels passed over him, killing him instantly.

June 14.—At Waltham, Charles Leavitt, conductor on freight train, while attempting to get on to a car soon after the train started, fell upon the track, was run over and killed.

July 26.—In Somerville a slight accident occurred, by which a seat in one of the cars was broken, and a lady, sitting thereon, was thrown back on to another seat and somewhat injured.

August 5.—At Groton Junction, Lovell Fletcher, of Chelmsford, attempted to cross the track a short distance ahead of an approaching passenger train, and either stumbled and fell and was afterwards struck by the engine, or was knocked down by the engine. He was so much injured that he died in a very few minutes.

September 19.—At West Cambridge, on the main road, a boy named Edward Robinson, in carelessly attempting to pass from one car to another, soon after the train started from the station, fell off, and a wheel passed over his hand, or the lower part of his arm, injuring it so badly that amputation was found necessary.

November 10.—Near West Cambridge, on the Lexington and West Cambridge Railroad, a man, name unknown, was found dead in an open culvert soon after the evening train passed up. It is supposed that he was walking on the track and was knocked down by the engine, but as it was dark at the time, no one saw him.

JACOB FORSTER,
HENRY TIMMINS,
N. F. CUNNINGHAM,
ALVAH CROCKER,
ISRAEL LONGLEY,
E. HASKET DERBY,
HORATIO ADAMS,

Directors.

SUFFOLK, ss. *Boston, December 30, 1851.* Then personally appeared the foregoing named Jacob Forster, Henry Timmins, N. F. Cunningham, Alvah Crocker, Israel Longley, and E. Hasket Derby, and severally made oath, that the foregoing Report, by them subscribed, is true, according to the best of their knowledge and belief.

Before me, JOHN P. WELCH, *Justice of the Peace.*

SUFFOLK, ss. *Boston, December 31, 1851.* Then personally appeared the foregoing named Horatio Adams, and made oath, that the foregoing Report, by him subscribed, is true, according to the best of his knowledge and belief.

Before me JOHN P. WELCH, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

FITCHBURG AND WORCESTER RAILROAD COMPANY.

*Return of the Fitchburg and Worcester Railroad, under the Act of May 1, 1849,
chap. 191. For the year ending November 30, 1851.*

Capital stock, - - - - -	\$500,000 00	
Increase of capital since last report, - - - - -	-	\$500,000 00
Capital paid in per last report, - - - - -	149,210 20	
Capital paid in since last report, {		
{ Original stock, \$3,004 32,	56,464 32	
{ Preferred stock, 53,460 00,		205,674 52
Total amount of capital stock paid in, - - - - -		
Funded debt, per last report, - - - - -	121,113 32	
Funded debt paid since last report, - - - - -	32,821 83	
Funded debt, increase of, since last report, - - - - -	None.	
Total present amount of funded debt, - - - - -		88,295 49
Floating debt, per last report, - - - - -	7,684 61	
Floating debt paid since last report, - - - - -	3,322 17	
Total present amount of floating debt, - - - - -		4,362 44
Total present amount of funded and floating debt, - - - - -		92,653 93
Average rate of interest per annum, paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: December, 1850, \$128,897 93; January, 1851, \$131,185 63; February, \$128,837 75; March, \$127,857 01; April, \$134,344 13; May, \$130,832 02; June, \$107,861 72; July, \$102,329 18; August, \$99,941 80; September, \$97,271 85; October, \$96,171 76; November, \$92,653 93.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	102,624 46	
For graduation and masonry paid during the past year, - - - - -	2,627 98	
Total amount expended for graduation and masonry, - - - - -		105,252 44
For wooden bridges, per last report, - - - - -	1,621 03	
For wooden bridges paid during the past year, - - - - -	56 89	
Total amount expended for wooden bridges, - - - - -		1,677 92
For superstructure, including iron, per last report, - - - - -	93,975 51	
For superstructure, including iron, paid during the past year, - - - - -	1,231 27	
Total amount expended for superstructure, including iron, - - - - -		95,206 78
For stations, buildings and fixtures, per last report, - - - - -	4,690 34	

For stations, buildings and fixtures, paid during the past year, - - - - -	\$7,866 47	
Total amount expended for stations, buildings and fixtures, - - - - -		\$12,056 81
For land, land-damages and fences, per last report, - - - - -	25,904 88	
For land, land-damages and fences, paid during the past year, - - - - -	4,824 48	
Total amount expended for land, land-damages and fences, - - - - -		30,728 86
For locomotives, per last report, - - - - -	13,985 00	
Total amount expended for locomotives, - - - - -		18,935 00
For passenger and baggage cars, per last report, - - - - -	3,018 00	
For passenger and baggage cars, paid during the past year, - - - - -	2,400 00	
Total amount expended for passenger and baggage cars, - - - - -		5,418 00
For merchandise cars, per last report, - - - - -	5,631 12	
For merchandise cars, paid during the past year, - - - - -	4,520 00	
Total amount expended for merchandise cars, - - - - -		10,151 12
For engineering, per last report, - - - - -	7,674 09	
Total amount expended for engineering, - - - - -		7,674 09
Total amount expended for agencies and other expenses, - - - - -		23,308 92
Total cost of road and equipment, - - - - -		305,409 94

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	13 993-1000 miles.
Length of single main track, - - - - -	13 994-1000 "
Aggregate length of sidings and other tracks, excepting main tracks and branches, - - - - -	1 89-1000 "
Weight of rail per yard in main road, - - - - -	54 lbs.
Maximum grade, with its length in main road, - - - - -	{ 39 6-10 feet per mile for 3 902-1000 miles, except 23- 1000 of a mile of 61 77-100 feet per mile at crossing of Fitchburg Railroad.
Total rise and fall in main road, - - - - -	304 3-10 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	{ Radius 800 feet; length of curve 702 feet.
Total degrees of curvature in main road, - - - - -	805 48-60°
Total length of straight line in main road, - - - - -	7 369-1000 miles.
Aggregate length of all other wooden bridges, - - - - -	127 feet.
Number of public ways crossed at grade, - - - - -	17
Number of railroads crossed at grade, - - - - -	1
Way stations for accommodation trains, - - - - -	4
Flag stations, - - - - -	2
Whole number of way stations, - - - - -	4
Whole number of flag stations, - - - - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - - -	25,836	
Miles run by freight trains, - - - - -	6,306	
Total miles run, - - - - -		32,142
Number of passengers carried in the cars, - - - - -	52,548	
Number of passengers carried one mile, - - - - -	542,921	
Number of tons of merchandise carried in the cars, - - - - -	17,371	
Number of tons of merchandise carried one mile, - - - - -	226,833	

80 FITCHBURG AND WORCESTER RAILROAD.

Number of passengers carried one mile, to and from other roads, - - - - -	468,377
Number of tons carried one mile, to and from other roads, - - - - -	199,584
Rate of speed adopted for accommodation trains, -	22 miles per hour
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	22 " "
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	10½ " "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	} Not estimated.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$2,511 00
For repairs of wooden bridges, - - - - -	9 00
For wages of switchmen, average per month, \$25, -	} 287 30
For wages of signal-men, average per month, [included in repairs of road.] - - - - -	
Number of men employed, exclusive of those engaged in construction, - - - - -	20
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) [included in repairs of road.] - - - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, [included in repairs of road.] - - - - -	
Total for maintenance of way, - - - - -	\$2,807 30
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - - - -	557 16
For repairs of passenger cars, - - - - -	494 12
For repairs of merchandise cars, - - - - -	160 86
For repairs of gravel and other cars, - - - - -	25 80
Total for maintenance of motive power and cars, -	1,237 94
Number of engines, - - - - -	2
Number of passenger cars, - - - - -	3
Number of baggage cars, - - - - -	1
Number of merchandise cars, - - - - -	34, counting 8 wheels as 2
Number of gravel cars, - - - - -	None. [cars.]
MISCELLANEOUS.	
For fuel used by engines during the year, [Exclusive of wood on hand at last Report, of which no account was taken, - - - - -	1,076 75
For oil used by cars and engines, - - - - -	311 55
For waste and other material for cleaning, - -	76 99
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	3,159 23
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	3,379 10
For gratuities and damages, - - - - -	22 44
For taxes and insurance, - - - - -	70 01
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	25 03
For interest, - - - - -	5,507 42

FIFTH ANNUAL REPORT.

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For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	\$2,141 65	
Total miscellaneous, - - - -		\$15,770 17
Total expenditures for working the road, - -		19,815 41
INCOME DURING THE YEAR.		
<i>For passengers :-</i>		
1. On main road, including branches owned by company, - - - -	16,086 37	
<i>For freight :-</i>		
1. On main road and branches owned by com- pany, - - - -	11,863 12	
U. S. mails, - - - -	698 25	
Rents, - - - -	301 36	
[Expresses and miscellaneous, - - - -	405 54	
Total income, - - - -		29,354 64
Net earnings, after deducting expenses, - -		9,539 23
DIVIDENDS.		
Surplus not divided, - - - -		9,539 23
Surplus last year, [Used for the payment of debts.]		
Total surplus, - - - -		9,539 23

No accident has happened upon this road during the last year, to any individual.

IVERS PHILLIPS,
NATHANIEL WOOD,
SAMUEL HAUGHTON,
CYRUS HOLBROOK,
JOEL PRATT,
C. C. FIELD,
J. C. ALLEN,

Directors.

WORCESTER, ss. December 27, 1851. Then personally appeared the above-named Ivers Phillips, Nathaniel Wood, Samuel Haughton, Cyrus Holbrook, Joel Pratt, C. C. Field, and J. C. Allen, and severally made oath that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief. Before me,

ALEX. DE WILLETT, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
FRAMINGHAM BRANCH RAILROAD COMPANY.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Framingham Branch Railroad Company make the Fourth Annual Report, as follows :

No assessment has yet been laid, and no action has been had, the past year, in regard to the building of the road.

All which is respectfully submitted,

EBEN. BARKER,
JOHN WENZELL.

December 30, 1851.

MIDDLESEX, ss. *December 31, 1851.* Then the above-named Eben. Barker, and John Wenzell, made oath that the above return, by them subscribed, is true, according to their best knowledge and belief.

Before me, GEO. B. NEAL, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

GRAND JUNCTION RAILROAD AND DEPOT COMPANY.

*Return of the Grand Junction Railroad and Depot Company, under the Act of
May 1, 1849, chap. 191.*

Capital stock, - - - - -		\$1,200,000 00
Capital paid in per last report, - - - - -	\$721,145 24	
Capital paid in since last report, - - - - -	60,462 31	
Total amount of capital stock paid in, - - - - -		781,607 55
Funded debt, per last report, - - - - -	223,000 00	
Funded debt, increase of, since last report, - - - - -	127,000 00	
Total present amount of funded debt, - - - - -		350,000 00
Floating debt, per last report, - - - - -	36,996 99	
Floating debt paid since last report, - - - - -	24,393 18	
Floating debt, increase of, since last report, - - - - -	11,480 89	
Total present amount of floating debt, - - - - -		48,477 88
Total present amount of funded and floating debt, - - - - -		398,477 88
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$10,086 32; February, \$24,288 12; March, \$6,328 30; April, \$3,919 14; May, \$3,856.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	60,727 54	
For graduation and masonry, paid during the past year, - - - - -	41,056 72	
Total amount expended for graduation and masonry, - - - - -		101,784 26
For wooden bridges, per last report, - - - - -	24,119 37	
For wooden bridges paid during the past year, - - - - -	7,566 32	
Total amount expended for wooden bridges, - - - - -		31,685 69
For superstructure, including iron, per last report, - - - - -	881 25	
For superstructure, including iron, paid during the past year, - - - - -	39,363 99	
Total amount expended for superstructure, including iron, - - - - -		40,245 24
For stations, buildings and fixtures, paid during the past year, - - - - -	45 25	
Total amount expended for stations, buildings and fixtures, - - - - -		45 25
For land, land-damages and fences, per last report, [dredging docks, &c.,] - - - - -	667,218 87	

For land, land-damages and fences, paid during the past year, [and dredging docks, &c.,]	\$38,483 12	
Total amount expended for land, land-damages and fences, [dredging docks, &c.,]		\$705,701 99
[For warehouses,	25,129 00	
For engineering, per last report,	10,897 44	
For engineering, paid during the past year,	3,907 98	
Total amount expended for engineering,		14,805 42
Total cost of road and equipment, [depots, piers, docks, &c.,]		919,396 85
CHARACTERISTICS OF ROAD.		
Length of road,	5.45 miles.	
Length of single main track,	23,612 feet.	
Aggregate length of sidings and other tracks, excepting main track and bratches,	2,250 "	
Weight of rail per yard in main road,	60 27-100 lbs.	
Maximum grade, with its length in main road,	43 45-100 for 800 feet.	
Total rise and fall in main road,	26 6-10 feet.	
Shortest radius of curvature, with length of curve in main road,	414 for 120 feet.	
Total degrees of curvature in main road,	384° 28'	
Total length of straight line in main road,	15,375 feet.	
Aggregate length of wooden truss bridges,	93 feet.	
Aggregate length of all other wooden bridges,	1,974 7-10 feet.	
Whole length of road unfenced on both sides,	14,592 feet.	
Number of public ways crossed at grade,	5	
Number of railroads crossed at grade,	2	
Flag stations,	5	
Whole number of flag stations,	5	
EXPENDITURES FOR WORKING THE ROAD.		
For wages of switchmen, average per month, \$	{ The expenses for these objects have been generally for temporary purposes.	
For wages of gate-keepers, average per month, \$		
For wages of signal men, average per month, \$		
For wages of watchmen, average per month, \$		
Number of men employed exclusive of those engaged in construction,	2	
Total for maintenance of way,		\$595 01
MISCELLANEOUS.		
For taxes and insurance,	\$2,324 79	
For interest, [paid stockholders on capital stock, and on debt,]	138,114 64	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	4,261 63	
Total miscellaneous,		144,701 06
INCOME DURING THE YEAR.		
Total income,		502 99

SAMUEL S. LEWIS,
J. W. FENNO,
DAVID HENSHAW,
Directors.

NORFOLK, ss. *January 15, 1852.* Then personally appeared the within named Samuel S. Lewis, David Henshaw, and John W. Fenno, and severally made oath, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

J. P. ROBINSON, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

HARTFORD AND NEW HAVEN RAILROAD COMPANY.

*Return of the Hartford and New Haven Railroad, under the Act of May 1, 1849,
chap. 191, for eleven months ending November 30th, 1851.*

Capital stock, [allowed by the charter in Mass.,]	-	\$300,000 00
Increase of capital since last report,	-	
Capital paid in per last report,	-	
Capital paid in since last report,	-	
Total amount of capital stock paid in,	-	
Funded debt, per last report,	-	
Total present amount of funded debt, [of the Hart- ford and New Haven Railroad Co. in Conn. and Mass.,]	-	\$472,000 00
Floating debt, per last report,	-	75,000 00
Floating debt paid since last report,	-	43,953 00
Total present amount of floating debt, [of the Hart- ford and New Haven Railroad Co.]	-	31,047 00
Total present amount of funded and floating debt, [of the Hartford and New Haven Railroad Co.]	-	503,047 00
Average rate of interest per annum paid during the year,	-	
Maximum amount of debt for each month during the year, viz.: January, \$515,000; February, \$472,000; March, \$472,000; April, \$472,000; May, \$472,000; June, \$472,000; July, \$472,000; August, \$472,000; September, \$512,866; Octo- ber, \$512,866; November, \$503,047.	-	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	-	
For graduation and masonry, paid during the past year,	-	
Total amount expended for graduation and masonry,	-	
For wooden bridges, per last report,	-	
For wooden bridges, paid during the past year,	-	
Total amount expended for wooden bridges,	-	171,252 65
Total amount expended for iron bridges, (if any,) -	-	
For superstructure, including iron, per last report, -	-	
For superstructure, including iron, paid during the past year,	-	
Total amount expended for superstructure, including iron, [including land for roadway and fencing,]	-	
For stations, buildings and fixtures, per last report,	-	17,132 39

The capital stock has been merged in that of the Hartford and N. Haven Railroad Co., in Conn., according to the provisions of the charter and amendments thereto.

7 per cent. on funded debt, and 6 per cent. on floating debt.

Total amount expended for stations, buildings and fixtures, - - - - -	\$17,132 39
Total amount expended for land, [exclusive of road-way,] - - - - -	44,555 77
For locomotives, per last report, - - - - -	
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, - - - - -	
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	
For engineering, per last report, - - - - -	
For engineering, paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	

As per former Reports.
Equipped and operated by
the Hartford and New
Haven Railroad Com-
pany.

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	5.87 miles.
Length of single main track, - - - - -	5.87 "
Length of double main track, - - - - -	.40 "
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Weight of rail per yard in main road, - - - - -	54 lbs.
Specify the different weights per yard, - - - - -	54 "
Maximum grade, with its length in main road, - - - - -	17.58 ft. ; length, 52-100 ms.
Total rise and fall in main road, - - - - -	31.61 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	477½ ft. ; length, 1-10 mile.
Total degrees of curvature in main road, - - - - -	227°
Total length of straight line in main road, - - - - -	4.25 miles.
Aggregate length of wooden truss bridges, - - - - -	108 feet.
Number of public ways crossed at grade, - - - - -	7
Way stations for express trains, - - - - -	None.
Flag stations, - - - - -	One at Longmeadow.
Whole number of way stations, - - - - -	1
Whole number of flag stations, - - - - -	1

DOINGS DURING ELEVEN MONTHS.

Miles run by passenger trains, - - - - -	16,402	
Miles run by freight trains, - - - - -	4,020	
Miles run by other trains, - - - - -	136	
Total miles run, - - - - -		20,558
Number of passengers carried in the cars, - - - - -	194,733	
Number of passengers carried one mile, - - - - -	1,133,531	
Number of tons of merchandise carried in the cars, - - - - -	58,358	
Number of tons of merchandise carried one mile, - - - - -	342,561	
Number of passengers carried one mile, to and from other roads, - - - - -	408,475	

88 HARTFORD AND NEW HAVEN RAILROAD.

Average rate of speed actually attained by express passenger trains, including stops and detentions,	39 miles per hour.	
Rate of speed adopted for accommodation trains,	23 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	23 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	11 " "	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,	570,798	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	503,646	
EXPENDITURES FOR WORKING THE ROAD,		
FOR ELEVEN MONTHS, ENDING NOV. 30, 1851.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	} \$3,453 10	
For repairs of wooden bridges,		
For renewals of iron, including laying down,	} 616 00	
For wages of switchmen, average per month, \$26,		
For wages of watchmen, average per month, \$30,	} 32	
Number of men employed, exclusive of those engaged in construction,		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	} Operated and paid by the Hartford and New Haven Railroad Company in Connecticut.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
Total for maintenance of way,		
MOTIVE POWER AND CARS.		
[As per former Reports. Owned and operated by the Hartford and New Haven Railroad Company in Connecticut.]		
MISCELLANEOUS.		
[As above.]		
INCOME DURING THE YEAR.		
[As above.]		
DIVIDENDS.		
[As above.]		

Michael Donovan, a man employed on the road, not regarding the ringing of the bell, and not being seen by the engineer, was killed at Springfield, by an engine backing on the track, 7th January, 1851.

The Annual Report of the Company, for the entire road, for the year ending August 31, 1851, is herewith sent, to which attention is respectfully called.

This 5.87 miles of road forms a portion of the railroad from New Haven to Springfield, which is sixty-two miles in length, and no separate

account is kept of the receipts and expenses of that part of the road within the State of Massachusetts.

All of which is respectfully submitted,

CHARLES F. POND,
CHARLES BOSWELL,
JAS. S. BROOKS,
C. W. CHAPIN,
Directors.

STATE OF CONNECTICUT.

COUNTY OF HARTFORD, ss. *Hartford, December 29, 1851.* Personally appeared Charles F. Pond, and Charles Boswell, two of the directors of said railroad company, who have subscribed the above certificate, and made solemn oath that the same is true, according to their best knowledge and belief.

Before me, ERASTUS SMITH, *Justice of the Peace,*
And Commissioner for Commonwealth of Massachusetts.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. *Meriden, December 29, 1851.* Personally appeared Jas. S. Brooks, one of the directors of said railroad company, who has subscribed the above certificate, and made oath that the same is true, according to his best knowledge and belief.

Before me, A. C. WETMORE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. *December 31, 1851.* Personally appeared Chester W. Chapin, one of the directors of said railroad company, who has subscribed the above, and made oath that the same is true, according to his best knowledge and belief.

Before me, SAMUEL S. DAY, *Justice of the Peace.*

REPORT OF THE DIRECTORS.

Sixteenth Annual Report of the Board of Directors, to the Stockholders of the Hartford and New Haven Railroad Company.

The income of the Company, for the year ending August 31st, 1851, is as follows :—

From Passengers,	\$358,224	12
“ Freight,	168,356	78
“ Rents, wharfage, steamboats, mails, and expresses,	29,423	68
		<u>\$556,004 58</u>
The expenditure for the same period for operating and repairs of road, and incidental expense, is \$184,939 75		
Repairs of equipment, including the sum of \$15,000, paid for engine and cars,		
	50,071	55
Interest paid on bonds and loans,	34,603	99
		<u>269,615 29</u>
From the receipts, viz. :		556,004 58
Deduct,		<u>269,615 29</u>
Net Income,		\$286,389 29

In accordance with the views presented in the last annual report, the receipts of the road show the same large increase which characterized it for several successive years.

The total receipts from passengers and freight were, for the year ending Sept, 1st, 1847,	\$267,814	32
“ “ 1848,	344,762	87
“ “ 1849,	373,970	04
“ “ 1850,	450,757	68
“ “ 1851,	526,580	90

During the past year, 446,128 passengers have been transported over the road, showing an increase of 59,253 over the preceding year. This amount of business has been transacted without accident to a single passenger.

The number of miles run by passenger and freight trains is 242,486; of gravel and wood trains, 11,405; making a total of 253,891.

The double track of eight miles in length, between Berlin and Meriden, has been completed.

The track of the road has been maintained in the best condition for its extensive business, and a liberal addition of new engines and cars of the best description has been made to its equipment.

During the past year the balance of the capital stock of the Company has been filled up to the amount authorized by its charter. The premium realized from sale of the reserved shares amounted to the sum of \$65,486 05: the Company is the gainer to that amount by having judiciously reserved the issue of the balance of its capital until the past year.

The total of its capital stock, now complete, amounts to \$2,350,000.

Four hundred and seventy-two bonds of one thousand dollars each, and bearing interest at 7 per cent., are outstanding. The aggregate capital stock and bonds therefore make a total of \$2,822,000.

The floating debt of \$75,758 57, reported at the last annual meeting, has been paid.

A detailed account of the receipts and expenditures for the current year will appear in the Secretary's Report, which is hereto annexed.

The prospects are good of a further increase of business for the coming year. The completion of the great valley lines, forming a continuous railway from New York to St. Johnsbury, to Ogdensburg and to Montreal, has already affected the receipts of this road favorably; but its beneficial results will be much more largely developed during another season.

The Board of Directors have declared a semiannual dividend of five per cent., payable October 1st.

By order of the Board,

C. F. POND, *President.*

HARTFORD, Sept. 10, 1851.

AUDITORS' REPORT.

To the Stockholders of the Hartford and New Haven Railroad Company.

The subscribers, who were appointed at the last annual meeting of the Company, to audit the accounts of the secretary and treasurer of the Company, would respectfully report, that they have attended to the duties of their appointment, and have carefully examined the books and accounts of the secretary and treasurer for each six months of the present year, and have compared the entries with the vouchers.

They find the books and accounts accurately and carefully kept, and the method intelligible and satisfactory; and they have found proper and sufficient vouchers for the entries and payments.

They would refer the stockholders to the general summary of the balances of the past year, made out by the secretary and certified by the auditing committee, as containing a correct statement of the various accounts and showing the present condition of the accounts of the Company.

All which is respectfully submitted.

HENRY WHITE, }
MILES A. TUTTLE. } *Committee.*

HARTFORD, Sept. 8th, 1851.

SECRETARY'S REPORT.

To the Directors of the Hartford and New Haven Railroad Company.

GENTLEMEN:—The following abstract from the books exhibits the business of the Company the past year:—

Cash on hand Sept. 1850, . . .	\$61,885 39	
“ in Union Bank, . . .	3,066 77	
	<hr/>	\$64,952 16
Passengers,	358,224 12	
Freight,	168,356 78	
Rents, storage and wharfage, expresses, steamboats and mail service,	29,423 68	
	<hr/>	556,004 58
Sales 2147 shares stock, . . .	214,700 00	
Premium and interest on same, . . .	65,486 05	
	<hr/>	280,186 05
Old depot buildings sold,	475 00	
Dividend Tomlinson Bridge Company, . . .	8,850 00	
	<hr/>	\$910,467 79
Paid, Notes,	\$75,758 87	
“ Land in New Haven,	900 00	
“ 1 locomotive,	7,812 00	
“ Passenger and freight cars,	19,467 96	
“ *Repairs of road and bridges,	88,476 32	
“ Station repairs and improvements,	3,965 25	
“ *Materials and labor, machine shop,	37,908 15	
“ Salaries and labor,	64,680 78	
“ Wood, coal and oil,	43,326 66	
“ Lost and damaged goods, gratuities, &c.,	2,929 48	
“ General expenses, taxes, insurance, printing, &c., &c.,	94,587 23	
“ New passenger depot, Asylum st.,	3,091 52	
“ Construction account,	88,450 60	
“ Dividends,	331,860 00	
“ Interest,	34,603 99	
Debts due the Company,	17,227 66	
Cash on hand,	108,595 86	
“ in Union Bank,	1,866 20	
	<hr/>	110,401 06
	<hr/>	\$910,467 79

* Including stock on hand.

NINTH ANNUAL REPORT.

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The expenses of operating the road the past year are,

Repairs of road and bridges,	\$31,764 79
Wood, coal and oil,	46,992 27
Materials and labor on engines and cars,	35,071 55
Repairs at stations,	3,985 25
General expenses,	34,587 23
Salaries and labor,	64,680 73
Lost and damaged goods, gratuities, &c.,	2,929 48
New engine and cars,	15,000 00
	<hr/>
	\$235,011 30
Interest paid on bonds,	34,603 99
	<hr/>
	\$269,615 29

23,500 shares of stock have been issued. 472 bonds of \$1000 each, outstanding, of which 82 become due August 1, 1853, 390 become due February 1, 1854.

HORATIO FITCH, *Secretary.*

HARTFORD, Sept. 10, 1851.

THIRD ANNUAL REPORT

OF THE

HARVARD BRANCH RAILROAD COMPANY.

*Return of the Harvard Branch Railroad, under the Act of May 1, 1849, chap. 191.
Made up to December 1, 1851.*

Capital stock, [by charter,]	-	-	-	\$40,000 00
Increase of capital since last report,	-	-	-	None.
Capital paid in per last report,	-	-	-	\$19,440 00
Capital paid in since last report,	-	-	-	1,140 00
Total amount of capital stock paid in,	-	-	-	20,580 00
Funded debt, per last report,	-	-	-	None.
Funded debt paid since last report,	-	-	-	None.
Funded debt, increase of, since last report,	-	-	-	5,590 00
Total present amount of funded debt,	-	-	-	5,590 00
Floating debt, per last report,	-	-	-	6,500 00
Floating debt paid since last report,	-	-	-	{ There are several un- liquidated claims and accounts, the amount of which cannot be ac- curately stated, say \$1,200.
Floating debt, increase of, since last report,	-	-	-	
Total present amount of floating debt,	-	-	-	
Total present amount of funded and floating debt,	-	-	-	
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	-	857 90
For graduation and masonry paid during the past year,	-	-	-	54 37
Total amount expended for graduation and masonry,	-	-	-	912 27
For wooden bridges, per last report,	-	-	-	None.
For wooden bridges paid during the past year,	-	-	-	None.
Total amount expended for wooden bridges,	-	-	-	None.
Total amount expended for iron bridges, (if any,)	-	-	-	None.
For superstructure, including iron, per last report,	-	-	-	6,616 43
For superstructure, including iron, paid during the past year,	-	-	-	311 72
Total amount expended for superstructure, including iron,	-	-	-	6,928 15
For stations, buildings and fixtures, per last report,	-	-	-	4,136 40
For stations, buildings and fixtures, paid during the past year,	-	-	-	168 59
Total amount expended for stations, buildings and fixtures,	-	-	-	4,304 99
For land, land-damages and fences, per last report,	-	-	-	6,574 24
For land, land-damages and fences, paid during the past year,	-	-	-	4,267 67
Total amount expended for land, land-damages and fences,	-	-	-	10,841 91

For locomotives per last report, - - -		
For locomotives, paid during the past year, - - -		
Total amount expended for locomotives, - - -		
For passenger and baggage cars, per last report, - - -		
For passenger and baggage cars, paid during the past year, - - -		
Total amount expended for passenger and baggage cars, - - -		
For merchandise cars, per last report, - - -		
For merchandise cars, paid during the past year, - - -		
Total amount expended for merchandise cars, - - -		
For engineering, per last report, - - -	\$749	31
For engineering, paid during the past year, - - -	75	00
Total amount expended for engineering, - - -		\$824 31
For agencies and other expenses, per last report, - - -	278	74
For agencies and other expenses, paid during the past year, - - -	410	97
Total amount expended for agencies and other expenses, - - -		689 71
Total cost of road and equipment, [including estimate of unliquidated claims, as above,] - - -		25,701 38

The corporation owns no equipment.

CHARACTERISTICS OF ROAD.

Length of road, - - -	3,673 feet.
Length of single main track, - - -	3,673 feet.
Length of branches owned by the Company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	555 feet.
Weight of rail per yard in main road, - - -	49 lbs.
Maximum grade, with its length in main road, - - -	37 feet per mile, 601 feet.
Total rise and fall in main road, - - -	9.7 feet.
Shortest radius of curvature, with length of curve in main road, - - -	Rad. 451 ft.; length, 239 ft.
Total degrees of curvature in main road, - - -	102°
Total length of straight line in main road, - - -	2,240 feet.
Aggregate length of wooden truss bridges, - - -	None.
Aggregate length of all other wooden bridges, - - -	
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	
Number of public ways crossed at grade, - - -	2
Number of railroads crossed at grade, - - -	None.
Flag stations, - - -	1
Whole number of flag stations, - - -	1, station at terminus.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	2,881
Miles run by freight trains, - - -	None.
Miles run by other trains, - - -	None.
Total miles run, - - -	2,881
Number of passengers carried in the cars, - - -	91,672
Number of passengers carried one mile, - - -	68,754
Number of tons of merchandise carried in the cars, - - -	None.
Rate of speed adopted for express passenger trains including stops, - - -	No Express trains.
Rate of speed adopted for accommodation trains, - - -	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	19 " "

HARVARD BRANCH RAILROAD.

Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	37,620
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$107 89
For repairs of wooden bridges, -	-
For renewals of iron, including laying down, -	-
For wages of switchmen, average per mo., \$ -	-
For wages of gate-keepers, average per mo., \$ -	-
For wages of signal men, average per mo., \$ -	-
For wages of watchmen, average per mo., \$ -	-
Number of men employed exclusive of those engaged in construction, -	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-
Total for maintenance of way, - -	-
MOTIVE POWER AND CARS.	
MISCELLANEOUS.	
Total expenditures for working the road, - -	\$6,896 89
INCOME DURING THE YEAR.	
<i>For passengers :-</i>	
1. On main road, including branches owned by company, - -	\$5,853 00
2. To and from other roads, specifying what, -	None.
Total income, - -	5,853 00
Net earnings after deducting expenses, - -	Nons.

GARDINER G. HUBBARD,
JOSEPH W. WARD,
JAMES DANA,

Directors of the Harvard Branch Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 10, 1851.* Then the above-named Gardiner G. Hubbard, Joseph W. Ward, and James Dana, personally appeared, and made oath, that the foregoing Return of the Harvard Branch Railroad, is true, according to their knowledge, information, and belief.

Before me, J. M. PINKERTON, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
LEXINGTON AND WEST CAMBRIDGE RAILROAD
COMPANY.

*Return of the Lexington and West Cambridge Railroad, under the Act of May 1,
1849, chap. 191,*

Capital stock, - - - - -		\$200,000 00
Capital paid in per last report, - - - - -	\$121,000 00	
Total amount of Capital stock paid in, - - - - -		121,000 00
Total present amount of funded debt, - - - - -		120,000 00
Floating debt per last report, - - - - -	4,491 26	
Floating debt, increase of, since last report, - - - - -	2,862 97	
Total present amount of floating debt, - - - - -		7,354 23
Total present amount of funded and floating debt, - - - - -		127,354 23
Average rate of interest per an. paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$4,491 26; December, \$7,354 23.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -		43,862 15
Total amount expended for wooden bridges, - - - - -		14,371 47
For superstructure, including iron, per last report, - - - - -	72,681 58	
For superstructure, including iron, paid during the past year, - - - - -	74 44	
Total amount expended for superstructure, including iron, - - - - -		72,756 02
For stations, buildings and fixtures, per last report, - - - - -	14,938 72	
For stations, buildings and fixtures, paid during the past year, - - - - -	97 49	
Total amount expended for stations, buildings and fixtures, - - - - -		15,036 21
For land, land-damages and fences, per last report, - - - - -	57,125 60	
For land land-damages and fences, paid during the past year, [deduct for sale of land, &c.,] - - - - -	256 50	
Total amount expended for land, land-damages and fences, - - - - -		56,869 10
For locomotives, per last report, - - - - -	}	Operated by the Fitchburg Company, by contract.
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars per last report, - - - - -		
For passenger and baggage cars paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -		
For merchandise cars paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		

For engineering, per last report, - - -	}	\$37,472 89
For engineering paid during the past year, - - -		
Total amount expended for engineering, - - -		
For agencies and other expenses, per last report, - - -		
For agencies and other expenses, paid during the past year, - - -		
Total amount expended for agencies and other expenses, - - -		
Total cost of road and equipment, - - -		240,367 84

CHARACTERISTICS OF ROAD.

Length of road, - - -	6.632-1000 miles.
Length of single main track, - - -	" " "
Weight of rail per yard in main road, - - -	56 lbs. [long.
Maximum grade, with its length in main road, - - -	56 feet, and 89-1000 miles
Total rise and fall in main road, - - -	211 2-10 ft. rise, and 7 13-
Shortest radius of curvature, with length of curve in main road, - - -	[1000 in fall. 1000 ft.; 980 ft. long.
Total degrees of curvature in main road, - - -	405°
Total length of straight line in main road, - - -	4 232-1000 miles.
Aggregate length of all other wooden bridges, - - -	80 feet.
Whole length of road unfenced on both sides, - - -	210 rods,
Number of public ways crossed at grade, - - -	7
Number of railroads crossed at grade, - - -	None.
Remarks, [unfenced road mostly on swamps and gravel pits,] - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	6
Flag stations, - - -	None.
Whole number of way stations, - - -	6
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.

[Reported by the Fitchburg Company.]

EXPENDITURES FOR WORKING THE ROAD.

[Construction Account.]

MOTIVE POWER AND CARS.

[This Company owns no Engines or Cars, being run by the Fitchburg Company by contract.]

MISCELLANEOUS.

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -

\$400 00

INCOME DURING THE YEAR.

[Reported by the Fitchburg Company.]

DIVIDENDS.

[None.]

CHARLES HUDSON,
JAMES DANA,
I. D. FARNSWORTH,
JOSEPH N. HOWE,
SAMUEL BUTTERFIELD,
SIDNEY HOMER.

MIDDLESEX, ss. *December, 27, 1851.* Then Charles Hudson made solemn oath that the within return by him subscribed, is true, according to the best of his knowledge and belief.

Before me,

JAMES DANA, *Justice of the Peace.*

SUFFOLK, ss. *December 27, 1851.* Then personally appeared James Dana, I. D. Farnsworth, Joseph N. Howe, Samuel Butterfield, and Sidney Homer, and made oath, that the within Return, by them subscribed, is true, according to the best of their knowledge and belief.

Before me,

CHARLES HUDSON, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

LOWELL AND LAWRENCE RAILROAD COMPANY.

Return of the Lowell and Lawrence Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [300,000 by charter,]	-	-	\$200,000 00	taken up.
Increase of capital since last report,	-	-	None.	
Capital paid in per last report,	-	-	200,000 00	
Capital paid in since last report,	-	-	None.	
Total amount of capital stock paid in,	-	-		\$200,000 00
Funded debt, per last report,	-	-	None.	
Funded debt paid since last report,	-	-	None.	
Funded debt, increase of, since last report,	-	-	61,500 00	
Total present amount of funded debt,	-	-		61,500 00
Floating debt, per last report,	-	-	128,827 54	
Floating debt paid since last report,	-	-	55,350 00	
Floating debt, increase of, since last report,	-	-	None.	
Total present amount of floating debt,	-	-		88,175 48
Total present amount of funded and floating debt,	-	-		149,675 48
Average rate of interest per annum paid during the year,	-	-	7 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$129,419; February, \$127,286; March, \$128,500; April, \$128,100; May, \$139,600; June, \$140,000; July, \$140,000; August, \$140,000; September, \$142,500; October, \$143,000; November, \$143,500; December, \$149,812 47.				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	71,135 15	
For graduation and masonry paid during the past year,	-	-	None.	
Total amount expended for graduation and masonry,	-	-		71,135 15
For wooden bridges, per last report,	-	-	4,861 11	
For wooden bridges paid during the past year,	-	-	148 24	
Total amount expended for wooden bridges,	-	-		5,009 35
Total amount expended for iron bridges, (if any,) -	-	-	None.	
For superstructure, including iron, per last report,	-	-	156,506 51	
For superstructure, including iron, paid during the past year,	-	-	3,407 92	
Total amount expended for superstructure, including iron,	-	-		159,914 43
For stations, buildings and fixtures, per last report,	-	-	12,681 27	

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For stations, buildings and fixtures, paid during the past year, - - -	\$2,016 20	
Total amount expended for stations, buildings and fixtures, - - -		\$14,697 47
For land, land-damages and fences, per last report, - - -	39,517 03	
For land, land-damages and fences, paid during the past year, - - -	3,668 50	
Total amount expended for land, land-damages and fences, - - -		43,185 53
For locomotives, per last report, - - -	15,653 25	
For locomotives paid during the past year, - - -	None.	
Total amount expended for locomotives, - - -		15,653 25
For passenger and baggage cars, per last report, - - -	7,000 60	
For passenger and baggage cars, paid during the past year, - - -	None.	
Total amount expended for passenger and baggage cars, - - -		7,000 60
For merchandise cars, per last report, - - -	6,621 43	
For merchandise cars, paid during the past year, - - -	1,500 00	
Total amount expended for merchandise cars, - - -		8,121 43
For engineering, per last report, &c., &c., - - -	7,857 10	
For engineering paid during the past year, - - -	116 45	
Total amount expended for engineering, - - -		7,973 55
For agencies and other expenses, per last report, - - -	212 64	
For agencies and other expenses, paid during the past year, - - -	None.	
Total amount expended for agencies and other expenses, - - -		212 64
[Interest on loans during construction, and paid stockholders, - - -		10,363 68
Total cost of road and equipment, - - -		343,467 08

CHARACTERISTICS OF ROAD.

Length of road, - - -	12 35-100 miles.
Length of single main track, - - -	12 35-100 "
Length of double main track, - - -	None.
Length of branches owned by the Company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings and other tracks, excepting main tracks and branches, - - -	2 miles.
Weight of rail per yard in main road, - - -	58 lbs. per yard.
Weight of rail per yard in branch roads, - - -	None.
Specify the different weights per yard, - - -	None.
Maximum grade, with its length in main road, - - -	45.40
Maximum grade, with its length in branch roads, - - -	None.
Total rise and fall in main road, - - -	Rise, 115.77; fall, 162.70.
Total rise and fall in branch roads, - - -	None.
Shortest radius of curvature, with length of curve in main road, - - -	1146°, 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, - - -	None.
Total degrees of curvature in main road, - - -	420°
Total degrees of curvature in branch road, - - -	None.
Total length of straight line in main road, - - -	8.86 miles.
Total length of straight line in branches, - - -	None.
Aggregate length of wooden truss bridges, - - -	None.
Aggregate length of all other wooden bridges, - - -	400 feet.

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Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, - - -	None.
Number of public ways crossed at grade, - - -	12
Number of railroads crossed at grade, - - -	1
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	None.
Flag stations, - - -	4
Whole number of way stations, - - -	None.
Whole number of flag stations, - - -	4

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	31,600	
Miles run by freight trains, - - -	} 525. Freight is run with passenger trains.	
Miles run by other trains, - - -		None.
Total miles run, - - -		32,155
Number of passengers carried in the cars, - - -		88,288
Number of passengers carried one mile, - - -		1,066,926
Number of tons of merchandise carried in the cars, - - -		17,640
Number of tons of merchandise carried one mile, - - -		160,368
Number of passengers carried one mile, to and from other roads, - - -	None.	
Number of tons carried one mile, to and from other roads, - - -		78,589
Rate of speed adopted for express passenger trains, including stops, - - -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	None.	
Rate of speed adopted for accommodation trains, - - -	25 miles.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	25 "	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	None.	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 miles.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -		411,190
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -		234,750

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -		\$2,413 21
For wages of switchmen, av. per mo., \$44 44 4-18, - - -	Total, }	666 33
For wages of watchmen, av. per mo., \$16 13 2-11, - - -		
Number of men employed, exclusive of those engaged in construction, - - -	None.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	Nothing.	
Total for maintenance of way, - - -		3,079 54

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$2,035 39	
For repairs of passenger cars, - - -	213 08	
For repairs of merchandise cars, - - -	426 57	
Total for maintenance of motive power and cars, - - -		2,675 04
Number of engines, - - -	3	

Number of passenger cars, - - - -	3	
Number of baggage cars, - - - -	1	
Number of merchandise cars, - - - -	20	
Number of gravel cars, - - - -	6	
MISCELLANEOUS.		
For fuel used by engines during the year, - -	\$4,373	22
For oil used by cars and engines, - - - -	299	92
For waste and other material for cleaning, - -	114	10
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	2,177	07
For salaries, wages and incidental expenses, charge- able to freight department, - - - -	1,277	13
For gratuities and damages, - - - -	753	14
For taxes and insurance, - - - -	97	38
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	71	53
For interest, - - - -	9,873	39
For amount paid other companies as rent for use of their roads, specifying each company, - -	2,000	00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	1,360	73
Total miscellaneous, - - - -	\$22,397	61
Total expenditures for working the road, - -	28,152	19
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by Co.,	26,645	54
<i>For freight :—</i>		
1. On main road and branches owned by company,	6,309	82
U. S. mails, - - - -	266	14
Rents, [including use of road by Salem and Lowell Railroad,] - - - -	3,090	00
Total Income, - - - -	36,311	50
Net earnings, after deducting expenses, - -	8,159	31
DIVIDENDS.		
Surplus not divided, - - - -	8,159	31
Surplus last year, - - - -	8,875	54
Total surplus, - - - -	17,034	85
[From which is to be deducted a dividend of 4 per cent., payable on the 5th of January, 1852, -	8,000	00
	9,034	85

There has not been any fatal accidents on the road during the year.

W. LIVINGSTON,
SIDNEY SPALDING,
OTIS ALLEN,
FREDERICK PARKER,
HORACE HOWARD,
ISAAC FARRINGTON,
A. W. BUTTRICK,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *December 27, 1851.* Personally appeared the above-named William Livingston, Sidney Spalding, Otis Allen, Frederick Parker, Horace Howard, Isaac Farrington, and Abner W. Buttrick, and made oath that the foregoing return, by them subscribed, is just and true, according to the best of their knowledge and belief.

Before me, JOHN A. KNOWLES, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
MEDWAY BRANCH RAILROAD CORPORATION.

To Hon. AMASA WALKER, *Secretary of State.*

The Subscribers, Directors of the Medway Branch Railroad Company, Report, that since their last annual Report to the government, the time for completing their road has been extended to the first of May next, by an act of the Legislature, which has been accepted by this corporation,—that they have caused their location to be minutely surveyed and described, and have received and are receiving proposals for constructing for sums not much exceeding one half of the capital prescribed by their charter, but that none are yet fully decided upon, the most favorable contemplating a longer period for completing the road than is allowed by the charter; and that a contract has been executed by this corporation with the Norfolk Railroad Company, for the permanent working of the said Branch road when finished, and for other beneficial purposes to this corporation. Contracts for land, over which the line of the road passes, have been made; the expenses for which, and for surveys, have been advanced by individuals, and the sum of \$ has been subscribed to the capital stock, none of which has yet been paid in.

W. LOVERING,
W. FARNUM,
J. C. HURD.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *December 27, 1851.* Then Warren Lovering made oath that the foregoing statement, by him subscribed, is true, according to his best knowledge and belief,

Before me, ARTEMAS BROWN, *Justice of the Peace.*

SUFFOLK, ss. *Boston, December 27, 1851.* Then personally appeared the above named W. Farnum and J. C. Hurd, and made oath that the above Return, by them subscribed, is true, according to their best knowledge and belief.

Before me, STEPHEN FAIRBANKS, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
MIDLAND RAILROAD COMPANY.

To the Honorable Legislature of Massachusetts:

Since the last annual Report of this Company, the location of the road has been filed according to law, and an arrangement has been made for a contract for constructing and running the road.

The Directors will be obliged to ask for further time for the construction of their road.

MARSHALL P. WILDER,
E. D. AMMIDOWN,
W. FARNUM,
TH. RICHARDSON,
ROBERT CODMAN,
JOSEPH W. WARD,
H. K. HORTON,
FRANCIS BRINLEY,
SAMUEL S. PERKINS,

Directors.

Boston, December 22, 1851.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 22, 1851. Personally appeared the said E. D. Ammidown, W. Farnum, Thos. Richardson, Joseph W. Ward, H. K. Horton, Marshall P. Wilder, and Francis Brinley, and severally made oath that the written Return, by them subscribed, is true, according to their best knowledge and belief.

Before me, **ROBERT CODMAN, Justice of the Peace.**

SUFFOLK, ss. December 27, 1851. Personally appeared the said Robert Codman, and made oath that the within Return, by him subscribed, is true, according to his best knowledge and belief.

Before me, **WARREN TILTON, Justice of the Peace,**

FIRST ANNUAL REPORT
OF THE
MILLBURY AND SOUTHBRIDGE RAILROAD
COMPANY.

To the Honorable Legislature of Massachusetts :

Within the last year, the Company has been fully organized and the Directors have caused surveys to be made, but no location has been filed, and no subscription to stock has been asked.

All which is respectfully submitted,

E. D. AMMIDOWN,
ASA H. WATERS,
C. R. MILES,
MANNING LEONARD,
Directors.

Boston, December 22, 1851.

COMMONWEALTH OF MASSACHUSETTE.

WORCESTER, ss. *December 22, 1851.* Then personally appeared the above named Asa H. Waters and C. R. Miles, and severally made oath that the above Return, by them subscribed, was true, according to their best knowledge and belief.

Before me,

JOSEPH S. FARNUM, Notary Public.

SUFFOLK, ss. *Boston, December 30, 1851.* Then personally appeared the within named E. D. Ammidown and Manning Leonard, and made oath that the within Return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

FRANCIS O. WATTS, Justice of the Peace.

SIXTEENTH ANNUAL REPORT
OF THE
NASHUA AND LOWELL RAILROAD COMPANY.

*Return of the Nashua and Lowell Railroad, under the Act of May 1, 1849, chap.
191. For Eleven Months ending October, 1, 1851.*

Capital stock, - - - - -		\$600,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$600,000 00	
Capital paid in since last report, - - - - -	None.	
Total amount of capital stock paid in, - - - - -		600,000 00
Funded debt, per last report, - - - - -	} This corporation owes no debt.	
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -		
Total present amount of funded debt, - - - - -		
Floating debt, per last report, - - - - -		
Floating debt paid since last report, - - - - -		
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		
Total present amount of funded and floating debt, - - - - -		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	116,339 28	
Total amount expended for graduation and masonry, - - - - -		116,339 28
For wooden bridges, per last report, - - - - -	2,530 35	
Total amount expended for wooden bridges, - - - - -		2,530 35
Total amount expended for iron bridges, (if any,) - - - - -		1,875 00
For superstructure, including iron, per last report, - - - - -	233,998 35	
Total amount expended for superstructure, including iron, - - - - -		233,998 35
For stations, buildings and fixtures, per last report, - - - - -	93,196 95	
Total amount expended for stations, buildings and fixtures, - - - - -		93,196 95
For land, land-damages and fences, per last report, - - - - -	88,630 06	
Total amount expended for land, land-damages and fences, - - - - -		88,630 06
For locomotives, per last report, - - - - -	46,240 48	
Total amount expended for locomotives, - - - - -		46,240 48
For passenger and baggage cars, per last report, - - - - -	13,792 71	
Total amount expended for passenger and baggage cars, - - - - -		13,792 71
For merchandise cars, per last report, - - - - -	33,101 09	
Total amount expended for merchandise cars, - - - - -		33,101 09
For engineering, per last report, - - - - -	21,510 61	
Total amount expended for engineering, - - - - -		21,510 61
Total cost of road and equipment, - - - - -		651,214 88

CHARACTERISTICS OF ROAD.		
Length of road, - - - -	77,000 2-10 feet.	
Length of single main track, - - - -	2,011 "	
Length of double main track, - - - -	74,989 2-10 "	
Length of branches owned by the company, stating whether they have a single or double track, -	None.	
Aggregate length of sidings and other tracks, excepting main track and branches, - -	2½ miles.	
Weight of rail per yard in main road, - -	56 lbs.	
Weight of rail per yard in branch roads, - -	None.	
Specify the different weights per yard, - -	No difference.	
Maximum grade, with its length in main road, -	12 7-10 feet per mile, and	
Maximum grade, with its length in branch roads, -	None. 14,133 feet long.	
Total rise and fall in main road, - -	73 5-10 feet.	
Total rise and fall in branch roads, - -	None.	
Shortest radius of curvature, with length of curve in main road, - -	636 feet, and 100 feet long.	
Shortest radius of curvature, with length of curve in branch roads, - -	None.	
Total degrees of curvature in main road, - -	770°.	
Total degrees of curvature in branch roads, - -	None.	
Total length of straight line in main road. -	7 72.100 miles.	
Total length of straight line in branches, - -	None.	
Aggregate length of wooden truss bridges, - -	530 feet.	
Aggregate length of all other wooden bridges, -	664 "	
Aggregate length of iron bridges, - -	50 "	
Whole length of road unfenced on both sides, -	None.	
Number of public ways crossed at grade, - -	10	
Number of railroads crossed at grade, - -	1	
Way stations for express trains, - -	None.	
Way stations for accommodation trains, - -	2	
Flag stations, - -	2	
Whole number of way stations, - -	2	
Whole number of flag stations, - -	2	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - - -	35,432	
Miles run by freight trains, - - - -	26,486	
Miles run by other trains, - - - -	2,725	
Total miles run, - - - -		64,643
Number of passengers carried in the cars, - -	223,888	
Number of passengers carried one mile, - -	2,686,656	
Number of tons of merchandise carried in the cars, -	128,136	
Number of tons of merchandise carried one mile, -	1,537,632	
Number of passengers carried one mile, to and from other roads, - - - -	2,192,892	
Number of tons carried one mile, to and from other roads, - - - -	1,211,016	
Rate of speed adopted for express passenger trains, including stops, - -	40 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	40 do do	
Rate of speed adopted for accommodation trains, -	28 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	28 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	32 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	14 do do	

EXPENDITURES FOR WORKING THE ROAD.			
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$5,586 08	
For repairs of wooden bridges, -	-	64 52	
For renewals of iron, including laying down, -	-	None.	
For wages of switchmen, average per month, \$	-	Total, } 2,027 72	
For wages of gate-keepers, average per month, \$	-		
For wages of signal men, average per month, \$	-		
For wages of watchmen, average per month, \$	-		
Number of men employed exclusive of those engaged in construction, -	-	80	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, -	-	777 13	
Total for maintenance of way, -	-		8,456 45
MOTIVE POWER AND CARS.			
For repairs of locomotives, -	-	5,510 27	
For repairs of passenger cars, -	-	1,806 73	
For repairs of merchandise cars, -	-	863 51	
Total for maintenance of motive power and cars, -	-		8,180 51
Number of engines, -	-	7	
Number of passenger cars, -	-	8 long and 2 short cars.	
Number of baggage cars, -	-	5	
Number of merchandise cars, -	-	135	
Number of gravel cars, -	-	10	
MISCELLANEOUS.			
For fuel used by engines during the year, viz.,	-		
Wood, -	-	8,826 86	
For oil used by cars and engines, -	-	699 75	
For waste and other material for cleaning, -	-	267 96	
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	7,504 68	
For salaries, wages and incidental expenses, chargeable to freight department, -	-	12,678 60	
For gratuities and damages, -	-	702 83	
For taxes and insurance, -	-	3,156 78	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	{ This Comp. pay the Stony Brook Road 6 per cent. per annum on their capital stock, from earnings of that road, which is not included in our general expense account.	
For amount paid other companies as rent for use of their roads, specifying each company, -	-		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, -	-	4,873 37	
Total miscellaneous, -	-		36,809 23
Total expenditures for working the road, -	-		55,445 19
INCOME DURING THE YEAR.			
For passengers:—			
1. On main road, including branches owned by company, -	-	8,897 31	
2. To and from other roads, specifying what, -	-	37,465 83	47,363 43

<i>For freight :—</i>		
1. On main road and branches owned by company,	\$9,793 74	
2. To and from other connecting roads, -	50,759 80	\$60,553 54
U. S. Mails, [\$2,083 32 ; express, \$925 89 ; interest, \$722 59, -		
Rents, [\$3,005 69 ; miscellaneous, \$1,238 96 ; Stony Brook, \$1,124 23, -		9,100 68
Total income, -		117,017 25
Net earnings, after deducting expenses, -		61,573 06
DIVIDENDS.		
9 per cent. Total, -		54,000 00
Surplus not divided, -	7,573 06	
Surplus last year, -	4,248 68	
Total surplus, -		11,821 74

DAN'L ABBOT,
 THOMAS B. WALES,
 JESSE BOWERS,
 WM. AMORY,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On this 23d day of December, A. D., 1851, personally appeared the within-named Dan'l Abbot, Thomas B. Wales, Jesse Bowers and William Amory, and made oath that the within Report, by them signed, is, in their belief, true.

Before me, WILLIAM T. ANDREWS, *Justice of the Peace.*

THIRTEENTH ANNUAL REPORT
OF THE
NEW BEDFORD AND TAUNTON RAILROAD
CORPORATION.

Return of the New Bedford and Taunton Railroad, under the Act of May 1, 1849, chap. 191, for the year ending November 30, 1851, as required by the Act of April 30, 1851.

Capital stock, - - - - -		\$400,000 00	
Capital paid in per last report, - - - - -	\$400,000 00		
Total amount of capital stock paid in, - - - - -		400,000 00	
Funded debt, per last report, - - - - -	None.		
Funded debt paid since last report, - - - - -	do		
Funded debt, increase of, since last report, - - - - -	do		
Total present amount of funded debt, - - - - -	do		
Floating debt, per last report, - - - - -	do		
Floating debt paid since last report, - - - - -	do		
Floating debt, increase of, since last report, - - - - -	do		
Total present amount of floating debt, - - - - -	do		
Total present amount of funded and floating debt, - - - - -	do		
Average rate of interest per annum paid during the year, - - - - -	6 per cent.		
Maximum amount of debt for each month during the year, viz.: December, 1850, \$ None; January, 1851, \$ None; February, \$ None; March, \$ None; April, \$ None; May, \$ None; June, \$2,000; July, \$2,000; August, \$2,000; September, \$ None; October, \$ None; November, \$ None.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report, - - - - -	155,396 92		
For graduation and masonry paid during the past year, - - - - -	952 07		
Total amount expended for graduation and masonry, - - - - -		156,348 99	
For wooden bridges, per last report, - - - - -	5,013 85		
Total amount expended for wooden bridges, - - - - -		5,013 85	
For superstructure, including iron, per last report, - - - - -	150,804 05		
Total amount expended for superstructure, including iron, - - - - -		150,804 05	
For stations, buildings and fixtures, per last report, - - - - -	29,944 74		
Total amount expended for stations, buildings and fixtures, - - - - -		29,944 74	
For land, land-damages and fences, per last report, - - - - -	73,599 29		
For land, land damages and fences, paid during the past year, - - - - -	11,200 00		
Total amount expended for land, land-damages and fences, - - - - -		84,799 29	

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For locomotives per last report, [\$16,387 10—\$1,419 36, for depreciation, =	\$14,967 74	
Total amount expended for locomotives, -		\$14,967 74
For passenger and baggage cars, per last report, [\$14,614 83—\$1,421 27, =	13,193 56	
For passenger and baggage cars, paid during the past year, -	1,621 12	
Total amount expended for passenger and baggage cars, -		14,814 68
For merchandise cars, per last report, [\$17,352 20—\$1,808 16, =	15,544 04	
For merchandise cars, paid during the past year, -	2,387 10	
Total amount expended for merchandise cars, -		17,931 14
For engineering, per last report, -	15,693 97	
Total amount expended for engineering, -		15,693 97
For agencies and other expenses, per last report, -	19,944 73	
Total amount expended for agencies and other ex- penses, -		19,944 73
Total cost of road and equipment, -		510,263 18

CHARACTERISTICS OF ROAD.

Length of road, -	20	13-100 miles.
Length of single main track, -	20	13-100 "
Length of branches owned by the company, stating whether they have a single or double track, -	5,000	feet—single.
Aggregate length of sidings and other tracks, ex- cepting main track and branches, -	5,187	feet.
Weight of rail per yard in main road, -	56	lbs.
Weight of rail per yard in branch roads, -	56	lbs. [mile.
Maximum grade, with its length in main road, -	40	ft. per mile, for 1 51-100
Maximum grade, with its length in branch roads, -	65	ft. per mile, for 600 feet.
Shortest radius of curvature, with length of curve in main road, -	1906	feet in 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, -	250	degrees in 300 feet.
Total degrees of curvature in main road, -	160	degrees.
Total degrees of curvature in branch roads, -	87	degrees and 45 minutes.
Total length of straight line in main road, -	17½	miles.
Total length of straight line in branches, -	3330	feet.
Aggregate length of all wooden bridges, -	281	feet.
Whole length of road unfenced on both sides, -	13,995	feet.
Number of public ways crossed at grade, -	19	
Number of railroads crossed at grade, -	1	
Way stations for accommodation trains, -	5	
Whole number of way stations, -	5	

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	34,388
Miles run by freight trains, -	13,128
Miles run by other trains, -	1,316
Total miles run, -	48,832
Number of passengers carried in the cars, -	123,602
Number of passengers carried one mile, -	2,087,961
Number of tons of merchandise carried in the cars, -	38,685 tons, 532 lbs.
Number of tons of merchandise carried one mile, -	550,553 tons, 589 lbs.

114 N. BEDFORD AND TAUNTON RAILROAD.

Number of passengers carried one mile, to and from other roads, - - - -	1,724,791	
Number of tons carried one mile, to and from other roads, - - - -	483,593 tons, 1844 lbs.	
Rate of speed adopted for accommodation trains, -	2½ minutes per mile.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	20 miles in 45 minutes.	
Average rate of speed adopted for freight trains, including stops and detentions, -	1½ hours for 20 miles.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	1,750,840	
Estimated weight in tons of merchandise cars, not including freight,) hauled one mile, -	982,900	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$10,225 20	
For repairs of wooden bridges, - - - -	301 69	
For wages of switchmen, average per month, \$35,	561 29	
For wages of watchmen, average per month, \$31.86,	682 60	
Number of men employed, exclusive of those engaged in construction, - - - -	100	
Total for maintenance of way, - - - -		\$11,770 78
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -	5,576 49	
For repairs of passenger cars, - - - -	4,023 34	
For repairs of merchandise cars, - - - -	3,067 27	
Total for maintenance of motive power and cars, -		12,667 10
Number of engines, - - - -	5	
Number of passenger cars, - - - -	13	
Number of baggage cars, - - - -	7	
Number of merchandise cars, - - - -	96	
Number of gravel cars, - - - -	6	
MISCELLANEOUS.		
For fuel used by engines [machine shops, stations, &c.,] during the year, viz :		
Wood, - - - - -	}	11,639 07
Coal, - - - - -		
For oil used by cars and engines, - - - -	}	1,806 44
For waste and other material for cleaning, -		
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -		7,232 72
For salaries, wages and incidental expenses, chargeable to freight department, - - - -		8,118 52
For gratuities and damages, - - - -		679 38
For taxes and insurance, - - - -		262 94
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -		261 45
For interest, - - - -		65 82
For amount paid other companies, in tolls, for passengers, and freight carried on their roads, specifying each company, [Taunton Branch Railroad,]		61,456 84
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -		4,183 16

Total miscellaneous, - - -	\$95,706 34
Total expenditures for working the road, - -	120,144 22
INCOME DURING THE YEAR.	
[Received from Taunton Branch Railroad Corporation, under agreements with them, - -	\$7,748 29
<i>For passengers :-</i>	
1. On main road including branches owned by company, - - -	10,895 19
2. To and from other roads, specifying what, - - [Taunton Branch, and Fall River,	93,321 23
<i>For freight :-</i>	
1. On main road and branches owned by company, - - -	5,748 33
2. To and from other connecting roads, - -	53,261 86
U. S. mails, - - -	1,950 00
Rents [\$101 47; interest, \$423 61, - - -	525 08
Total income, - - -	173,449 98
Net earnings, after deducting expenses, - -	53,305 76
DIVIDENDS.	
8 per cent. Total, - - -	32,000 00
Surplus not divided, - - -	14,889 23
Surplus last year, - - -	100,824 22
Total surplus, - - -	115,713 45
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :	
Road and bridges, - - -	10,000 00

The month of December, 1850, is included in this Return, to cover an entire year, in conformity with the Act of April 30, 1851, although it was embraced in the return of last year.

The cars and engines, together with the machine shops, car and engine houses, at Taunton, with the exception of the original engine house, are owned by this Corporation, in common with the Taunton Branch Railroad Corporation, in the proportion of the length of their respective roads; and the two railroads are operated at the joint expense, in the same proportion.

JOS. GRINNELL,
DAVID R. GREENE,
WARD M. PARKER,
T. MANDELL,
TH. S. HATHAWAY,
GEO. HOWLAND, JR.,
Directors.

116 N. BEDFORD AND TAUNTON RAILROAD.

BRISTOL, ss. *New Bedford, December 27, 1851.* Then personally appeared the above-named Joseph Grinnell, David R. Greene, Ward M. Parker, Thomas Mandell, and Thomas S. Hathaway, and made oath, and the above-named George Howland, Jr., made affirmation that the foregoing Return by them subscribed, is true, according to their best knowledge and belief.

Before me,

JOHN H. CLIFFORD, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

NEWBURYPORT RAILROAD COMPANY.

During the past year, the road has been placed in running order through the whole line, from Newburyport, at the junction of the Eastern Railroad, to Bradford, at the point of junction with the Boston and Maine Railroad. As the locomotives, cars and employees on the road, have been employed both in work of construction and transportation, it is impossible yet to correctly classify the expenditures.

The road was opened to Bradford, on the 23d September, and the construction account, except in regard to alterations or additions which may be made at the stations hereafter, can soon be closed.

The last report being made up to January, 1851, and the present up to December, shows the operations of only eleven months. No accident has occurred on the road during this time.

Return of the Newburyport Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$300,000 00
Capital paid in per last report, - - - - -	\$74,395 00	
Capital paid in since last report, - - - - -	43,715 00	
Total amount of capital stock paid in, - - - - -		118,110 00
Funded debt per last report, - - - - -	11,900 00	
Funded debt, increase of since last report, - - - - -	34,900 00	
Total present amount of funded debt, - - - - -		46,800 00
Floating debt, per last report, - - - - -	12,112 86	
Floating debt, increase of, since last report, - - - - -	19,061 33	
Total present amount of floating debt, - - - - -	31,174 19	
Total present amount of funded and floating debt, - - - - -		77,974 19
Maximum amount of debt [not bonds of the company, but unfunded,] for each month during the year, viz.: January, \$33,157 15; February, \$29,174 34; March, \$25,915 98; April, \$24,533 01; May, \$20,350 55; June, \$19,322 84; July, \$30,855 65; August, \$32,083 20; September, \$28,762 86; October, \$31,318 78; November, \$35,220 70; December 10th, \$31,174 19.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	53,438 79	
For graduation and masonry paid during the past year, - - - - -	28,344 28	

Total amount expended for graduation and masonry,		\$81,783 07
Total amount expended for iron bridges, (if any),	None.	
For superstructure, including iron, per last report,	\$33,581 32	
For superstructure, including iron, paid during the past year,	30,942 78	
Total amount expended for superstructure, including iron,		64,524 10
Total amount expended for stations, buildings and fixtures,		5,204 09
For land, land-damages and fences, per last report,	10,564 19	
For land, land-damages and fences, paid during the past year,	4,492 91	
Total amount expended for land, land-damages and fences,		15,057 10
Total amount expended for locomotives,		9,072 46
For passenger and baggage cars, per last report,	} Total per last Report, 5,273 97 Present Total, 12,670 37	
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	3,967 04	
For engineering, paid during the past year,	2,457 01	
Total amount expended for engineering,		6,424 25
Total cost of road and equipment,	Unfinished.	

CHARACTERISTICS OF ROAD.

Length of road,	14 miles, 3073 feet.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	1,900 feet.
Weight of rail per yard in main road,	50 lbs. per yard.
Maximum grade, with its length in main road,	50 feet, 8,200 feet.
Aggregate length of wooden truss bridges,	No truss bridges.
Aggregate length of all other wooden bridges,	150 feet.
Number of public ways crossed at grade,	14
Way stations for accommodation trains,	4
Whole number of way stations,	4

DOINGS DURING ELEVEN MONTHS.

[Road not opened through until the 23d of September last.]

Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.
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EXPENDITURES FOR WORKING THE ROAD.

[Road new and unfinished.]

For wages of switchmen, average per month,\$	\$27 per month.
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MOTIVE POWER AND CARS.

[These accounts not yet opened, the Road being unfinished.]

Number of engines,	2
Number of passenger cars,	2
Number of baggage cars,	2

Number of merchandise cars,	-	-	-	10
Number of gravel cars,	-	-	-	10
MISCELLANEOUS.				
For fuel used by engines during the year, viz.,	-	-	-	
Wood,	-	-	-	\$3,112 00
Coal,	-	-	-	None.
For oil used by cars and engines,	-	-	-	422 00
For taxes and insurance,	-	-	-	100 97
For interest,	-	-	-	6,460 10
INCOME DURING ELEVEN MONTHS.				
For passengers,	-	-	-	7,111 55

Respectfully submitted,

CHARLES J. BROCKWAY,
G. T. TENNEY,
GEORGE COGSWELL,
TAPPAN PEARSON,
EDWD. KIMBALL,
JOSEPH B. MORSS,

Directors.

December 10, 1851.

Essex, ss. *December 31, 1851.* Then personally appeared Charles J. Brockway, Geo. T. Tenney, George Cogswell, Tappan Pearson, Edward Kimball, and Joseph B. Morss, aforementioned, and severally made oath that the within return, within subscribed, was true, according to their best knowledge and belief.

Before me,

JOHN B. SWASEY, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

NEW LONDON, WILLIMANTIC, AND PALMER RAILROAD CORPORATION.

*Return of the New London, Willimantic, and Palmer Railroad, under the Act of
May 1, 1849, chap. 191, for the fiscal year, ending November 1, 1851.*

Capital stock, [whole amount authorized,] - - -	\$1,700,000 00	
Total amount of capital stock paid in, - - -		\$493,233 43
Total present amount of funded debt, - - -		800,000 00
Total present amount of floating debt, - - -		111,097 57
Total present amount of funded and floating debt, -		911,097 57
Average rate of interest per annum paid during the year, - - - - -	6 and 7 per cent.	
COST OF ROAD AND EQUIPMENT.		
Total amount expended for graduation and masonry, -		407,766 88
Total amount expended for wooden bridges, -		84,965 08
Total amount expended for superstructure, including iron, - - - - -		403,253 39
Total amount expended for stations, buildings and fixtures, - - - - -		56,063 87
Total amount expended for land, land-damages and fences, - - - - -		184,754 90
Total amount expended for locomotives, - - -	}	
For passenger and baggage cars, per last report, -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		104,209 81
For merchandise cars, per last report, - - -		
For merchandise cars, paid during the past year, -	}	
Total amount expended for merchandise cars, -		
Total amount expended for engineering, [and mis- cellaneous expenses, - - - - -		49,927 12
[Discount on bonds, interest, and scrip issued for interest to stockholders, - - - - -		159,469 65
Total cost of road and equipment, - - - - -		1,450,410 70
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -		65 7-10 miles.
Length of single main track, - - - - -	{	65 7-10 miles. About 9 miles in the State of Mas- sachusetts,
Length of branches owned by the company, stating whether they have a single or double track, -		None.

Aggregate length of sidings and other tracks, excepting main track and branches, - -	About 4 miles.
Weight of rail per yard in main road, - -	57 lbs. [Mass.]
Maximum grade, with its length in main road, - -	66 feet, 4,570 ft. length in
Total rise and fall in main road, - -	1085 feet.
Shortest radius of curvature, with length of curve in main road, - -	{ 1120 feet, 1500 ft. length in Massachusetts.
Total degrees of curvature in main road, - -	688° in Massachusetts.
Total length of straight line in main road, - -	4 88-100 in Massachusetts.
Aggregate length of wooden truss bridges, - -	140 feet in Massachusetts.
Aggregate length of iron bridges, - -	None.
Number of railroads crossed at grade, - -	None.
Way stations for accommodation trains, - -	12
Flag stations, - -	14

DOINGS DURING THE YEAR.

Miles run by passenger trains, - -	11,268 in Massachusetts.
Miles run by freight trains, - -	5,634 " "
Total miles run, - -	16,902 " "
Number of tons of merchandise carried in the cars, - -	About 23,000.
Rate of speed adopted for accommodation trains, - -	25 miles per hour.
Average rate of speed adopted for freight trains, including stops and detentions, - -	12 " "

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$10,300 00
Number of men employed exclusive of those engaged in construction, - -	97
Total for maintenance of way, - -	\$10,300 00

MOTIVE POWER AND CARS.

For repairs of locomotives, [and cars,] - -	6,200 00
Total for maintenance of motive power and cars, - -	6,200 00
Number of engines, - -	5
Number of passenger cars, [3 second class,] - -	11
Number of merchandise cars, - -	74
Number of gravel cars, - -	8

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	
Wood, [including wood on hand,] - -	15,600 00
Coal, - -	
For oil used by cars and engines, - -	23,000 00
For waste and other material for cleaning, - -	
For salaries, wages and incidental expenses, chargeable to passenger department, - -	403 57
For salaries, wages and incidental expenses, chargeable to freight department, - -	
For gratuities and damages, - -	693 52
For taxes and insurance, [Connecticut state tax,] - -	54,000 00
For interest, [on mortgage bonds,] - -	Included in other items above.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - -	
Total miscellaneous, - -	
Total expenditures for working the road, - -	110,197 09

122 N. LONDON, WILLIMANTIC, & PALMER R. R.

INCOME DURING THE YEAR.			
<i>For passengers:—</i>			
1. On main road, including branches owned by company,	}	\$60,643	12
2. To and from other roads, specifying what,			
<i>For freight:—</i>			
1. On main road and branches owned by company,	}	\$37,966	16
2. To and from other connecting roads,			
U. S. mails,		2,040	90
Rents,		406	88
Total income,			\$101,057 06
DIVIDENDS.			
Per cent.	Total.		None.
Surplus not divided,		15,718	47

During the past year, there has been two regular passenger trains running over the whole road, from New London to Palmer, and back, daily; also, one regular freight train, each way, daily.

But one accident, of a serious character, has occurred since our last report.

May 28, a wood train came in contact with a passenger train, near South Windham, Connecticut, by which one person, in jumping from the cars, had his leg broken, and two or three others were slightly hurt.

The Commissioners of the State of Connecticut passed over the road, for its examination, in November last, and we annex their certificate.

"The undersigned, Commissioners on the New London, Willimantic, and Palmer Railroad, hereby certify, that we have, this day, finished a careful and thorough examination of said road, by walking over the same, from the state line to New London, and that we find it in perfect repair, and in every way so conducted, as to meet our hearty approval.

(Signed,)

T. H. C. KINGSBURY,
ASA WILLEY,
JOSEPH DURFEY,

Commissioners.

Of the amount expended for construction (\$1,450,410 70) about one-seventh, or \$207,201 53, was expended in the State of Massachusetts.

All of which is respectfully submitted,

TH. W. WILLIAMS,
ACORS BARNES,
A. C. LIPPITT,
LYMAN ALLYN,
THOMAS FITCH, 2ND,
N. S. PERKINS, JR.,
CALVIN TORREY,

New London, December 26, 1851.

Directors.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. *December 29, 1851.* Then personally appeared Calvin Torrey, above-named, and made oath that the foregoing Report, by him subscribed, is, to his best knowledge and belief, true.

Before me, JOHN WARD, *Justice of the Peace.*

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. Personally appeared Th. W. Williams, Acors Barns, Andrew C. Lippitt, Lyman Allyn, Thos. Fitch, 2d, and N. S. Perkins, Jr., of New London, who subscribed the foregoing statement, and made oath that the same is true, according to their best understanding and belief.

Before me, ABEL T. SIZER, *Justice of the Peace.*
December 26, 1851.

The undersigned have examined the foregoing Report of the Directors of the New London, Willimantic, and Palmer Railroad Company, and approve the same.

C. TORREY,
Commissioner for the Commonwealth of Massachusetts.

HENRY P. HAVEN,
Commissioner for the State of Connecticut.

FIFTH ANNUAL REPORT
OF THE
NORFOLK COUNTY RAILROAD COMPANY.

*Return of the Norfolk County Railroad, under the Act of May 1, 1849, chap. 191.
Eleven months to December 1st, 1851.*

Capital stock, - - - - -		\$1,200,000 00
Capital paid in per last report, - - - - -	\$454,915 00	
Capital paid in since last report, - - - - -	100 00	
Total amount of capital stock paid in, - - - - -		455,015 00
Funded debt, per last report, - - - - -	441,450 00	
Funded debt, increase of, since last report, - - - - -	233,699 75	
Total present amount of funded debt, [including coupons unpaid,] - - - - -		675,149 75
Floating debt, per last report, - - - - -	191,350 56	
Floating debt paid since last report, - - - - -	78,257 38	
Total present amount of floating debt, - - - - -		113,093 18
Total present amount of funded and floating debt, - - - - -		788,242 93
Maximum amount of debt for each month during the year, viz.: January 1st, \$785,069 47; February 1st, \$785,513 79; March, \$782,155 13; April, \$783,214 25; May, \$778,660 62; June, \$776,806 48; July, \$780,282 41; August, \$780,116 78; September, \$781,628 86; October, \$781,096 09; November, \$793,242 93.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	611,206 73	
For graduation and masonry paid during the past year, - - - - -	97,524 66	
Total amount expended for graduation and masonry, - - - - -		708,731 39
For wooden bridges, per last report, - - - - -	36,457 75	
For wooden bridges paid during the past year, - - - - -	191 11	
Total amount expended for wooden bridges, - - - - -		36,648 86
For superstructure, including iron, per last report, - - - - -	225,954 62	
For superstructure, including iron, paid during the past year, - - - - -	5,599 34	
Total amount expended for superstructure, including iron, - - - - -		231,553 96
For stations, buildings and fixtures, per last report, - - - - -	9,098 15	
For stations, buildings and fixtures, paid during the past year, - - - - -	5,437 67	
Total amount expended for stations, buildings and fixtures, - - - - -		14,535 82
For land, land-damages and fences, per last report, - - - - -	64,391 11	
For land, land-damages and fences, paid during the past year, - - - - -	9,882 85	
Total amount expended for land land-damages and fences, - - - - -		74,273 96

For locomotives, per last report, - - -	\$25,137 87	
Total amount expended for locomotives, - - -		\$25,137 87
For passenger and baggage cars, per last report, -	13,850 00	
Total amount expended for passenger and baggage cars, - - -		13,850 00
For merchandise cars, per last report, - - -	30,916 58	
For merchandise cars, [less than last] year, -	6,623 37	
Total amount expended for merchandise cars, -		24,293 21
For engineering, per last report, - - -	18,265 28	
For engineering, paid during the past year, -	695 03	
Total amount expended for engineering, - - -		18,960 31
For agencies and other expenses, per last report, -	50,849 82	
For agencies and other expenses, paid during the past year, -	14,616 50	
Total amount expended for agencies and other expenses, - - -		65,466 32
Total cost of road and equipment, - - -		1,213,451 70

CHARACTERISTICS OF ROAD.

Length of road, - - -	137,100 ft., or 25 965-1000	
Length of single main track, - - -	136,100 ft.	[miles.
Length of double main track, - - -	1,000 ft.	
Weight of rail per yard in main road, - - -	58 to 63 lbs.	
Specify the different weights per yard, - - -	58, 61, 63 lbs.	[long.
Maximum grade, with its length in main road, -	35 376-1000 feet; 6,300 ft.	
Total rise and fall in main road, - - -	694 feet; 410 feet rise, 284	
Shortest radius of curvature, with length of curve in main road, - - -	2° 45'; 2084 ft.; rad. 1500	[feet fall.
Total degrees of curvature in main road, - - -	252°.	[feet.
Total length of straight line in main road, -	111,600 feet; 21 miles, 43	
Aggregate length of wooden truss bridges, - - -	1575 feet.	[rods, 10½ feet.
Aggregate length of all other wooden bridges, -	133 "	
Number of public ways crossed at grade, - - -	16	
Way stations for accommodation trains, - - -	6	
Flag stations, - - -	6	
Whole number of way stations, - - -	6	
Whole number of flag stations, - - -	6	

DOINGS DURING ELEVEN MONTHS.

Miles run by passenger trains, - - -	48,502	
Miles run by freight trains, - - -	14,872	
Total miles run, - - -		63,374
Number of passengers carried in the cars, - - -	58,802	
Number of passengers carried one mile, - - -	1,245,975	
Number of tons of merchandise carried in the cars, -	22,367	
Number of tons of merchandise carried one mile, -	551,531	
Number of passengers carried one mile, to and from other roads, - - -	1,087,960	
Number of tons carried one mile, to and from other roads, - - -	544,241	
Rate of speed adopted for accommodation trains, -	25 miles per hour.	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 " "	

EXPENDITURES FOR WORKING THE ROAD,

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	Charged to construction.
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For wages of switchmen, average per month, \$30 00		
For wages of gate-keepers, average per month, [None.		
For wages of signal men, average per month, [None.		
For wages of watchmen, average per month, \$30 00		
Number of men employed, exclusive of those engaged in construction, - - -	Total, } 33	
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	\$3,770 85	
For repairs of passenger cars, - - -	1,150 00	
For repairs of merchandise cars, - - -	627 33	
For repairs of gravel and other cars, - - -	312 11	
Total for maintenance of motive power and cars, -		\$5,860 29
Number of Engines, - - -	4	
Number of passenger cars, - - -	6	
Number of baggage cars, - - -	2	
Number of merchandise cars, - - -	43	
Number of gravel cars, - - -	26	
MISCELLANEOUS.		
For fuel used by engines during the year, - - -	6,123 66	
For oil used by cars and engines, - - -	915 54	
For waste and other material for cleaning, - - -		Charged to running expenses.
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	1,518 24	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	4,061 69	
For gratuities and damages, - - -	409 08	
For taxes and insurance, - - -	632 00	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -		
[Boston and Providence Railroad Company for Eleven months, to December 1st,] - - -	14,914 50	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	3,424 84	
Total miscellaneous, - - -		31,999 55
Total expenditures for working the road, -		37,859 84
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by company, - - -	4,980 65	
2. To and from other roads, specifying what, -	30,811 27	35,791 92
<i>For freight :—</i>		
1. On main road and branches owned by company, -	1,526 58	
2. To and from other connecting roads, - - -	21,309 17	22,835 75
U. S. Mails, [Net amount,] - - -	858 30	
Rents, - - -	600 00	1,458 30
Total income, - - -		60,085 97
Net earnings, after deducting expenses, - - -		22,226 13

In submitting their fifth annual Return, the Directors of the Norfolk County Railroad Company would state, that the whole net earnings of the road, the past year, have been expended in improving the road and settling the land claims.

The moveable property of the company yet remains in the hands of the assignees.

The debt of the corporation has nearly all been funded, and such arrangements have been made during the year, by lease of the road, (a copy of which is hereunto annexed,) as will, in their belief, greatly enhance the value of all claims against the company, as well as extend the usefulness of the road to the public.

JAMES LEE, Jr.,
JULIUS C. HURD,
W. FARNUM,
JOHN SMITH,
HORATIO BIGELOW.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 22, 1851.* Then personally appeared the above-named W. Farnum, John Smith, and Horatio Bigelow, and made oath that the foregoing Report was true, according to their best knowledge and belief.

Before me, ROBERT CODMAN, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 22, 1851.* Then personally appeared the above-named James Lee, Jr., and made oath that the foregoing Report was true, according to his best knowledge and belief.

Before me, ROBERT CODMAN, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 26, 1851.* Then personally appeared the above-named J. C. Hurd, and made oath that the foregoing Report was true, according to his best knowledge and belief.

Before me, JOHN GOLDSBURY, *Justice of the Peace.*

COPY OF LEASE OF NORFOLK COUNTY RAILROAD.

Articles of agreement made and concluded this eighteenth day of June, A. D., 1851, by and between the Norfolk County Railroad Company, party of the first part, and the Southbridge and Blackstone Railroad Company, party of the second part, both corporations duly established by the laws of the Commonwealth of Massachusetts.

Whereas, it is necessary that the business of their two corporations should be conducted by one corporation, and it has therefore been deemed advisable that the said Southbridge and Blackstone Railroad Company should have the exclusive use and control of the whole railroad of the said Norfolk County Railroad Company, including the road, furniture, and other property, and privileges appurtenant thereto.

Now, therefore, this agreement witnesseth that the said Norfolk County Railroad Company, in consideration of the covenants herein contained, on the part of the said Southbridge and Blackstone Railroad Company, to be kept and performed, doth hereby lease and demise to the said Southbridge and Blackstone Railroad Company, their successors and assigns, or such other railroad company as may be formed by a union of said Southbridge and Blackstone Railroad Company with any other railroad company or companies, the whole of the said Norfolk County Railroad, extending from a point in the town of Dedham to a point in the town of Blackstone, including all the lateral branches owned by said Norfolk County Railroad Company, as also all the turnouts, switches, turntables, station-houses, buildings and other fixtures, (the extent and situation of said railroad being defined according to the location thereof, filed according to law by the said Norfolk County Railroad Company,) also all the railroad furniture and other personal property of the said Norfolk County Railroad Company, composing a part of their capital stock, all of which is duly inventoried and appraised in the schedule thereof, hereunto annexed and signed by the President of the said Norfolk County Railroad Company, and by H. N. Slater, President of the said Southbridge and Blackstone Company, meaning hereby to lease to said Southbridge and Blackstone Railroad Company, as aforesaid, all the property of the said Norfolk County Railroad Company of every description whatsoever, both real and personal, whether the same be particularly described herein or not, with the exception only of all the bills, notes receivable, and all other debts and claims now due to the said Norfolk County Railroad Company, as also all books of account and office furniture, for the treasurer's office, that now or may belong to said Norfolk County Railroad Company.

To have and to hold the same, all and singular, to the said Southbridge and Blackstone Railroad Company, their successors and assigns, for the

term of ten years, commencing from the day on which the Southbridge and Blackstone Railroad Company shall put under contract for building their railroad or any one of the established sections thereof: *Provided, however,* the said Southbridge and Blackstone Railroad Company shall so put under contract for building at least one section of their said railroad, within two years from the date hereof, otherwise this lease shall be null and void.

And said Southbridge and Blackstone Railroad Company, their successors and assigns, may hold the said road and property for such further time, beyond the expiration of the ten years aforesaid, as they may desire; to be held upon the same terms, in all respects, as are provided and hereinafter expressed.

The said Southbridge and Blackstone Railroad Company yielding and paying for the said Norfolk County Railroad and property as the rent, fifty per cent. of the gross receipts of the Norfolk County Railroad from freight, passengers, mails, expresses, or other matter taken in, or delivered at any and all stations upon said Norfolk County Railroad, and transported over any portion of the same; meaning to give fifty per cent. of the gross receipts from all business done upon or over said Norfolk County Railroad, except through business, such as may be taken up at stations beyond the limits of said Norfolk County Railroad and transported over the entire length of the same to other stations beyond the termini thereof.

For the rent and use of said railroad, in doing such through business, a further sum of ten thousand dollars per annum shall be paid by said Southbridge and Blackstone Railroad Company, in addition to said fifty per cent., commencing twelve months after the road is open from Blackstone to Middleton, the said Southbridge and Blackstone Railroad Company paying all taxes and rates of every description that may hereafter, during the continuance of this lease, be legally levied on said Norfolk County Railroad and appurtenances by any competent authority, and also keeping the same, and all bridges over the same, and all other property, in good condition.

And the said Southbridge and Blackstone Railroad Company for themselves, their successors and assigns, do hereby covenant and agree with the said Norfolk County Railroad Company, their successors and assigns, that they will, at their own cost and expense, maintain the said Norfolk County Railroad, as well its embankments, bridges, tracks, depots and other buildings, its rolling stock and all other personal property, and return the same, at the expiration of the term herein mentioned, in absolutely as good order and condition as the same may now be or shall be

put in by the said Norfolk County Railroad Company, reasonable wear and tear only excepted, or make good the deficiency in money.

And the said Southbridge and Blackstone Railroad Company further covenant and agree with the said Norfolk County Railroad Company, that they will do all the business of said road, in the transmission of passengers, freight, mails, expresses, and all other business, for fifty per cent. of the gross earnings of said road, from its local business, as hereinbefore defined, and that the said fifty per cent. shall be all that they, the said Southbridge and Blackstone Railroad Company, shall be entitled to retain of the earnings of said road, from its local business, for the expenses of managing, running and repairing the same, and that the remaining fifty per cent. of the gross earnings of said road, from its local business, as before defined, together with the annual sum of ten thousand dollars, to be paid for the use of said road for through business, as hereinbefore expressed, they will pay to the Norfolk County Railroad Company in the manner hereinafter mentioned.

It is further agreed between the parties that the amount to be paid the Norfolk County Railroad Company, under this lease, shall be paid in the following manner, by the Southbridge and Blackstone Railroad Company, namely :—They (said Southbridge and Blackstone Railroad Company) may retain a sum equal in amount to any balance that may be due them at the time ; they shall then pay all interest or sums of interest that shall become due on the mortgage bonds of the said Norfolk County Railroad Company to the holders thereof, as the same shall become due ; *provided* that the amount to which the said Norfolk County Railroad Company shall be entitled to receive under this lease shall be sufficient therefor ; and if the amount shall not be sufficient therefor, then said Southbridge and Blackstone Railroad Company may advance such sum or sums as shall be necessary, at such times as shall be necessary, for that purpose, and retain the same with semiannual interest from any sum or sums thereafter becoming due from said Southbridge and Blackstone Railroad Company to said Norfolk County Railroad Company under this lease ; and the said Norfolk County Railroad Company hereby agree to pay the said Southbridge and Blackstone Railroad Company, any sum or sums, with semiannual interest so advanced, which they (said Southbridge and Blackstone Railroad Company) shall not receive, and retain of the sums of money to which the Norfolk County Railroad Company shall be entitled under this lease.

And the said Southbridge and Blackstone Railroad Company further covenant and agree with the said Norfolk County Railroad Company, that they will make out and furnish, or caused to be made out and furnished, to the President of the Norfolk County Railroad Company, for the

time being, at the expiration of each and every six months from the day of the commencement of this lease, and during the continuance thereof, a true and just account of all the income and earnings of the Norfolk County Railroad from its local business, as hereinbefore defined, and of all sums of interest paid by the said Southbridge and Blackstone Railroad Company on the mortgage bonds of the said Norfolk County Railroad Company, and will then pay over all balances due the said Norfolk County Railroad Company, under the provisions of this lease, to the Treasurer, for the time being, of the said Norfolk County Railroad Company.

The said Norfolk County Railroad Company hereby covenant and agree with the said Southbridge and Blackstone Railroad Company, that they will finish and complete their said Norfolk County Railroad, according to the original plan, and erect all necessary depots and station houses for the same, and settle all land damages due from them, and release their railroad from all liens and attachments that now are, or may be made upon said road, with the exception of the mortgage given to secure the bonds of said Norfolk County Railroad Company.

And it is further agreed, that in case the Norfolk County Railroad Company shall fail to pay the interest or adjust the mortgage bonds aforesaid, secured by said mortgage on their railroad, at the maturity thereof, according to the terms of said bonds, or to the satisfaction of the holders thereof, then, in case such failure or neglect occur during the term of this lease, the said Southbridge and Blackstone Railroad Company may pay or adjust said interest or bonds, or any portion of them, as they shall agree with the holders thereof, and may hold said bonds with all the rights thereunto belonging; or the said Southbridge and Blackstone Railroad Company may, if they prefer so to do, in case of such failure or neglect to pay such interest or bonds on the part of the Norfolk County Railroad Company, without prejudice to this lease, allow the trustees named in such mortgage to take possession of said road, and run the same as provided in said mortgage; and said Southbridge and Blackstone Railroad Company may, if they see fit, pay to said trustees the sums due upon said bonds, and receive the possession of the said railroad from the hands of the said trustees, and then to hold the same under the provisions of this lease and according thereto. Or, if said trustees should take possession of said railroad, and afterward, for any reason, surrender the possession of the same for the benefit of the Norfolk County Railroad Company, the same is to revert to the Southbridge and Blackstone Railroad Company, or their successors or assigns, to be holden by them, according to the provisions of this lease.

And it is further agreed by the parties, that the said Southbridge and

Blackstone Railroad Company may lease their railroad, or any section thereof, with the Norfolk County Railroad, as an appendage thereto, subject to the provisions of this lease ; or they may take lease of, or make joint stock with, any other railroad company without prejudice to this lease ; and the corporation with which they may be connected, either by lease, or by making joint stock, or otherwise, shall be regarded as the lessees of this instrument under whatever name they may assume, and be subject to all its restrictions and obligations, and entitled to all its benefits.

And the said Norfolk County Railroad Company further agree, that they will keep up the equipment of their said road to its present capacity, and keep the same in good repair, and deliver the same in such condition when possession of their said road is taken under this lease ; they also agree to keep their said railroad, together with all the buildings and fixtures, in like good repair, up to the time when the same may be so taken.

The said Southbridge and Blackstone Railroad Company do further agree, that they will assume the contract made with the Medway Branch Railroad Company, for running said branch road, and to perform all the service in running the same, upon the same conditions as the said Norfolk County Railroad Company has, by agreement in writing, bound itself to do, and receive all the benefits and advantages, and be subject to all liabilities resulting from such running ; and the local trains over said Norfolk County Railroad shall be run in such manner as will give good and reasonable accommodation to the local business thereof.

And the said Norfolk County Railroad Company shall have the privilege of fixing, from time to time, the rates of both freight and passenger fares, and mail, and express contracts for the local business over their said Norfolk County Railroad.

It is further agreed by the parties, that if the said Southbridge and Blackstone Railroad Company shall not, within six months from the date hereof, unite their railroad by lease, or by making joint stock, with the New York and Boston Railroad Company, and procure subscriptions to the stock of such united railroad company, to the amount of one million dollars, then this lease shall be null and void.

It is also further agreed, that if any dispute shall arise from any of the provisions of this instrument, the same shall be submitted to the arbitration of three men ; one to be appointed by each party, and the third by the two so appointed, and the decision of such men, or a major part thereof, shall be binding and conclusive upon the parties.

In witness whereof, the said Southbridge and Blackstone Railroad Company and the Norfolk County Railroad Company, by their Presidents, who are duly authorized by their respective boards, have hereunto signed

the names and affixed the seals of their respective corporations, the day and year above written.

Norfolk County Railroad Company, by
W. FARNUM, *President.* [Seal.]

Southbridge and Blackstone Railroad Company, by
H. N. SLATER, *President.* [Seal.]

In presence of us,
E. W. N. STARR,
JNO. N. CAMP.

SUFFOLK, ss. *Boston, December 22, 1851.* Then personally appeared H. N. Slater, President, and acknowledged the foregoing instrument to be the free act and deed of the Southbridge and Blackstone Railroad Company.

Before me, JNO. GOLDSBURY, *Justice of the Peace.*

SUFFOLK, ss. *Boston, December 22, 1851.* Then personally appeared Welcome Farnum, President, and acknowledged the foregoing instrument to be the free act and deed of the Norfolk County Railroad Company.

Before me, JNO. GOLDSBURY, *Justice of the Peace.*

SIXTEENTH ANNUAL REPORT
OF THE
NORWICH AND WORCESTER RAILROAD
CORPORATION.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Norwich and Worcester Railroad Company respectfully submit their Return and Report of their doings during the past year, ending November 30, 1851, as required by law.

Capital stock,	-	-	-	-	\$2,825,000 00
Capital paid in per last report,	-	-	-	-	\$1,806,560 00
Capital paid in since last report,	-	-	-	-	107,490 00
Total amount of capital stock paid in,	-	-	-	-	1,914,050 00
Funded [and deferred] debt, per last report,	-	-	-	946,973 00	
Funded [and deferred] debt paid since last report,	-	-	-	92,150 00	
Total present amount of funded [and deferred] debt,	-	-	-	-	854,823 00
Floating debt, per last report,	\$23,343 51,				
Floating debt paid since last report,	15,049 80,				
				8,293 71	
Floating debt, increase of, since last report,	-			12,000 00	
Total present amount of floating debt,	-			-	
[Interest,	-	\$17,115 01,			
[Balances due sundry persons,	-	1,426 55,			20,293 71
Total present amount of funded, [deferred] and float-					
ing debt, [assets, bills receivable, &c., \$101,814 26,					875,116 71
Average rate of interest per annum paid during the					
year,	-	-	-	-	5½ per cent.
Maximum amount of debt for each month during					
the year, viz.: December, 1850, \$942,958 19;					
January, 1851, \$989,020; February, \$981,489 01;					
March, \$983,408 89; April, \$920,376 88; May,					
\$902,905 92; June, \$877,417 04; July, 891,367 86;					
August, \$889,232 90; September, \$908,615 19;					
October, \$896,951 63; November, \$875,116 71.					
COST OF ROAD AND EQUIPMENT.					
For graduation and masonry, per last report,	-			614,529 92	
Total amount expended for graduation and masonry,	-			-	614,529 92
For wooden bridges, per last report,	-			32,750 59	
Total amount expended for wooden bridges,	-			-	32,750 59
For superstructure, including iron, per last report,	-			367,758 28	
Total amount expended for superstructure, including	-			-	
iron, [reduced for deterioration, \$13,599,	-			-	354,159 28

For stations, buildings and fixtures, per last report,	\$50,986 54	
Total amount expended for stations, buildings and fixtures, [reduced for deterioration, \$4,000 89, -		\$46,985 55
For land, land-damages and fences, per last report,	140,606 89	
For land, land-damages and fences, paid during the past year, - - -	323 32	
Total amount expended for land, land-damages and fences, - - -	140,930 21	
For locomotives, per last report, - - -	70,240 44	
For locomotives, paid during the past year, - - -	8,400 00	
Total amount expended for locomotives, [\$78,640 44; reduced for deterioration, \$3,100, - - -		75,540 44
For passenger and baggage cars, per last report, - - -	30,724 88	
For passenger and baggage cars, paid during the past year, - - -	1,800 00	
Total amount expended for passenger and baggage cars, [\$32,524 88; reduced for deterioration, \$1,000, - - -		31,524 88
For merchandise cars, per last report, - - -	37,679 25	
Total amount expended for merchandise cars, [reduced for deterioration, \$2,333, - - -		35,546 25
For engineering, per last report, - - -	69,499 50½	
Total amount expended for engineering, - - -		69,499 50½
For agencies and other expenses, per last report, - - -	1,183,537 87½	
Total amount expended for agencies and other expenses, - - -		1,183,537 87½
Total cost of road and equipment, - - -		2,585,104 50

CHARACTERISTICS OF ROAD.

Length of road, - - -	50 miles.
Length of single main track, - - -	57.2 "
Length of double main track, - - -	1.8 "
Length of branches owned by the company, stating whether they have a single or double track, - - -	7 miles; single track.
Weight of rail per yard in main road, - - -	56 lbs.
Weight of rail per yard in branch roads, - - -	56 "
Maximum grade, with its length in main road, - - -	32 feet, for 13,265 feet.
Total rise and fall in main road, - - -	845.74
Shortest radius of curvature, with length of curve in main road, - - -	1,910 feet, for 3,639 feet, in Massachusetts.
Total degrees of curvature in main road, - - -	424° 30' in Massachusetts.
Total length of straight line in main road, - - -	12.8 miles in "
Aggregate length of wooden truss bridges, - - -	1,575 feet.
Number of public ways crossed at grade, - - -	68
Number of railroads crossed at grade, - - -	1, Western Railroad.
Way stations for express stations, - - -	2
Way stations for accommodation trains, - - -	13
Flag stations, - - -	2
Whole number of way stations, - - -	15
Whole number of flag stations, - - -	3

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	138,224	
Miles run by freight trains, - - -	42,230	
[Miles run by express freight trains, - - -	39,220	
Miles run by other trains, - - -	36,176	
Total miles run, - - -		255,850
Number of passengers carried in the cars, - - -	170,115	

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Number of passengers carried one mile, -	4,237,770
Number of tons of merchandise carried in the cars, -	69,880
Number of tons of merchandise carried one mile, -	3,423,958
Number of passengers carried one mile, to and from other roads, -	1,828,200
Number of tons carried one mile, to and from other roads, -	657,480
Rate of speed adopted for express passenger trains, including stops, -	30 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	30 " "
Rate of speed adopted for accommodation trains, -	20 " "
Rate of speed actually attained by accommodation trains, including stops and detentions, -	25 " "
Average rate of speed actually attained by special trains, including stops and detentions, -	No trains.
Average rate of speed adopted for freight trains, including stops and detentions, -	11 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	5,513,040
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	12,602,620
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$14,649 36
For repairs of wooden bridges, -	1,780 06
For renewals of iron, including laying down, -	63 20
For wages of switchmen, average per month, \$26, -	Total, } 1,772 64
For wages of gate-keepers, average per month, \$24, -	
For wages of signal-men, average per month, \$ None, -	
For wages of watchmen, average per month, \$30 50, -	
Number of men employed exclusive of those engaged in construction, -	179
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	319 65
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	57 70
Total for maintenance of way, -	18,642 61
MOTIVE POWER AND CARS.	
For repairs of locomotives, -	\$11,636 64
For repairs of passenger cars, -	2,973 80
For new passenger cars, to cover depreciation, -	91 83
For repairs of merchandise cars, -	4,560 33
For new merchandise cars, to cover depreciation, -	8,310 51
For repairs of gravel and other cars, -	255 18
Total for maintenance of motive power and cars, -	27,828 29
Number of engines, [9 of 8-wheel, and 6 of 6-wheel,] -	15
Number of passenger cars, [15 of 8-wheel, and 1 of 4-wheel,] -	16
Number of baggage cars, [1 of 8-wheel, and 1 of 4-wheel,] -	2
Number of merchandise cars, [109 of 8-wheel, and 8 of 4-wheel,] -	117
Number of gravel cars, [5 of 4-wheel,] -	5

MISCELLANEOUS.	
For fuel used by engines during the year, viz.:	
Wood, - - - - - \$35,300 14,	} \$36,773 52
Coal, - - - - - 1,473 38,	
For oil used by cars and engines, - - -	4,888 34
For waste and other material for cleaning, - -	437 05
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	10,956 22
For salaries, wages and incidental expenses, chargeable to freight department, - - -	19,688 56
For gratuities and damages, - - - - -	8,104 27
For taxes and insurance, - - - - -	693 62
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	2,670 23
For interest, [\$48,211 44, balance of interest account,	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	6,513 73
	1,254 46
Total miscellaneous, - - - - -	\$91,980 00
Total expenditures for working the road, - - -	138,450 90
Interest, - - - - -	48,211 44
[Total expenses and interest, - - - - -	186,662 34
INCOME DURING THE YEAR.	
<i>For passengers:—</i>	
1. On main road, including branches owned by company, [Local,] - - - - -	84,617 49
2. To and from other roads, specifying what, [Boston and Worcester, Worcester and Nashua, Providence and Worcester, and Western Railroads, - - - - -	} 117,606 26
	32,988 77
<i>For freight:—</i>	
1. On main road and branches owned by company, [Local,] - - - - -	88,260 81
2. To and from other connecting roads, [Boston and Worcester, Worcester and Nashua, Providence and Worcester, and Western Railroads, - - - - -	} 137,573 08
	49,312 27
U. S. mails, - - - - -	7,985 40
Rents, [\$4,284 97; other income, \$4,599 66,] - - -	*6,884 63
	14,870 03
Total income, - - - - -	270,049 37
Net earnings, after deducting expenses, [and interest.	83,387 03
DIVIDENDS.	
Two dividends, per cent. Total, - - - - -	71,692 80
Surplus not divided, - - - - -	11,694 23
Surplus last year, - - - - -	83,767 52
[Amount carried to construction account, for deterioration, State tax, &c., - - - - -	95,461 75
	37,571 13
Total surplus, - - - - -	57,890 62

* Error of \$2,000, but printed as returned.

As the note or field-books of the location of the road have been lost or mislaid, some of the characteristics of the road cannot be given.

During the whole of the last year, there has been three regular passenger trains running over the road, from Norwich to Worcester and back, daily, and in addition, a fourth express passenger train and express freight train, and way freight train, each way, over the road daily.

The following *accidents* have occurred during the past year, viz.:—

January 2, 1851.—The freight train from Norwich, at 3½ P. M., was fast in the snow, at Two-mile Bridge, about 6 o'clock A. M., when the steamboat train, from Norwich to Boston, run into it; Schoonmaker, the fireman, was caught by his leg between the passenger and freight car, which was so seriously injured as to require immediate amputation. He lingered about ten days and died.

September 14, 1851.—John Madigan, 2nd, was killed by falling from the express freight train, two miles north of Jewett city, by the train passing over him. At the time he fell, he was descending from the roof of the car to get his lantern.

September 9, 1851.—The accommodation train, at 4½ P. M., from Worcester to Norwich, ran against John O'Brien, an Irishman, who was walking on the track, north of the new machine shop at Worcester, and somewhat injured him. The wound was pronounced at the time (by Dr. Sargent) not dangerous. Not being properly attended to, it mortified, and the man died about ten days after the accident.

September 22, 1851.—The passenger 12½ P. M. train, from Norwich to Worcester, ran against a horse and wagon at Wilson's Corner crossing. George Donkersly, living in the vicinity, aged 23 years, and the horse, were killed. No blame was attached to the engine man, as he was using all proper precaution while approaching said crossing.

Since the passage of the Act of 1850, authorizing the issue of 4,250 shares additional to the capital stock of the company, and providing for the surrender of 17,000 shares of old stock in the hands of stockholders, there has been subscribed of the former, 4,200 shares, and of the latter, there has been surrendered 16,800 shares, making in all 21,000 shares of preferred stock. An instalment of 25 per cent. on the new stock was assessed, payable on the 11th of July, 1850, and another, payable on the 10th of March, 1851, and said instalments have been paid into the treasury of the Company, amounting to \$214,050, including a portion of the stock paid in full.

There remains to be subscribed 50 shares new stock, and 200 shares of old stock to be surrendered.

The repairs on the road and other property have been considerable during the year past. All the bridges between Norwich and Worcester

have been rebuilt in the most substantial manner. The road has been ditched and gravelled where such repairs were necessary. The passenger and freight houses on the whole line of the road, including the large depot at Norwich, are all in good order, having been repaired and repainted.

The legislature of the state of Connecticut, at its May session, 1850, passed an act appointing commissioners, whose duty it is to examine the condition of all the roads within the state, at intervals of six months, requiring each corporation to make all repairs directed by them for the greater safety of passengers, and imposing a fine of \$100 per day (after a reasonable time) for every day's neglect to comply with the directions of said commissioners.

In conformity to said act, the undersigned commissioners, notified the Company that on the day of , and on the day of , last past, they should proceed to examine the road, and its motive power and furniture. Said commissioners having performed that duty, have given the following certificate, viz. :—

“The undersigned commissioners, appointed by the legislature of the state of Connecticut, upon the Norwich and Worcester Railroad, have attended to the duties of our commission by examining the entire road in this state, inspecting the superstructure, bridges, cars and engines. We cheerfully bear testimony that the same is in a condition to compare with the best managed roads in New England. All departments show the supervision of a watchful eye, to ensure security and comfort to the travelling public, and despatch to the transportation of freight and merchandise.” *Norwich, December 15th, 1851.*

(Signed,)

STEPHEN A. PACKER,

(Signed,)

WILLIAM ALEXANDER,

(Signed,)

THOS. A. CLARK.

December 22d, A. D., 1851.

All which is respectfully submitted, with the Report of the Commissioners for the Commonwealth of Massachusetts and the state of Connecticut, as required by law.

JOEL W. WHITE,
JEDEDIAH HUNTINGTON,
J. N. PERKINS,
WM. AUG. WHITE,
ROB. D. WEEKS,
ALEX. DE WITT,
CHARLES JOHNSON:

Directors.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. *Norwich, December 22, A. D., 1851.*
I hereby certify that Joel W. White, Jedediah Huntington, J. N. Perkins,
Charles Johnson, have appeared before me, and made oath that the
statements herein contained are true, according to the best of their knowl-
edge and belief.

LEVI H. GODDARD, *Justice of the Peace.*

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. I hereby certify, that on the twenty-third day of December, 1851, William Augustus White, and Robert D. Weeks, severally appeared before me, and made solemn oath that the statements herein contained, are true, according to the best of their respective knowledge and belief.

In testimony whereof, I have hereunto affixed my notarial seal, and subscribed my name.

STEPHEN MERRIHEW, *Notary Public,*
[L. S.] *in and for the state of New York,*
dwelling in the city of New York.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. *December 25th, 1851.* Then personally appeared Alexander De Witt, and made oath that the statements above subscribed by him, are true, according to his best knowledge and belief.

Before me, **L. A. MAYNARD, Justice of the Peace,**
for the County of Worcester.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company, relative to the expenditures of the road, and to decide what the portion of said expenditures are to be applied to the different sections of the road, Report, that on the day of December, 1851, we examined the accounts of said company, up to the 30th of November, 1851, and found that there had been expended for the road, in Connecticut, since the 30th of November, 1850, the sum of - - - - - \$7,050 00

Viz. : Land Damages,	-	-	-	-	\$250 00	
Carriage department,	-	-	-	-	6,800 00	
					<u> </u>	7,050 00

SIXTEENTH ANNUAL REPORT.

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To which *add* amount to November 30th, 1850, 1,826,408 27

Making the *cost* in Connecticut, November 30th, 1851, \$1,833,458 27

And *deduct* from profit and loss, under the following heads, for deterioration, viz. :—

Railway timber, - - - - -	\$1,666 00	
Carriage department, - $\frac{2}{3}$ of \$6,333 00	4,222 00	
Railway iron, - - $\frac{2}{3}$ of 10,933 00	7,288 66	
Depot buildings, - - - - -	3,000 99	
	16,177 65	
	\$1,817,280 62	

That there has been expended in Massachusetts, since the 30th November, 1850, the sum of - - - - - \$3,473 32

Viz. : Land damages, - - - - -	\$73 32	
Carriage department, - - - - -	3,400 00	
	3,473 32	

To which *add* amount to November 30, 1850, 772,105 90

Making the *cost* in Massachusetts, to November 30, 1851, \$775,579 22

And *deduct* from profit and loss, under the following heads, for deterioration, viz. :—

Railroad timber, - - - - -	\$1,000 00	
Carriage department, - $\frac{1}{3}$ of \$6,300 00	2,111 00	
Railway iron, - - - $\frac{1}{3}$ of 10,933 00	3,644 34	
Depot buildings, - - - - -	1,000 00	
	7,755 34	

Making the *cost* in Massachusetts, November 30, 1851, \$767,823 88

To which *add*, in Connecticut, - - - - - 1,817,280 62

Making the whole *cost* to November 30, 1851, - - - \$2,585,104 50

They further Report, that the accounts of the expenditure on the road, in each state, have been kept separate and distinct, as required by the charter.

That the *receipts* of the company for twelve months, ending with the month of November, 1851, were - - - - - \$270,049 37

Expenditures were, for repairs of road, repairs of cars, locomotives, bridges, station houses, fuel, passenger and freight expenses, &c., - - - - - 138,450 90

\$131,598 47

142 NORWICH AND WORCESTER RAILROAD.

From which deduct salary of transfer officer,	-	-	000 00
Interest,	-	-	48,211 44
Leaving net, after paying expenses and interest,	-	-	<u>\$88,387 06</u>
Of which we have set down to Mass.,	$\frac{1}{8}$	\$27,795 67 $\frac{3}{4}$	
" " " " " " " Conn.,	$\frac{7}{8}$	55,591 35 $\frac{1}{4}$	
		<u></u>	<u>\$88,387 06</u>

All which is respectfully submitted,

W. P. EATON,

Commissioner for the State of Connecticut.

There has not been any commissioner appointed for the State of Massachusetts.

December 27th, 1851.

EIGHTH ANNUAL REPORT

OF THE

OLD COLONY RAILROAD CORPORATION.

Return of the Old Colony Railroad, under the Act of May 1, 1849, chap 191.

Capital stock, - - - [authorized,]	\$2,100,000 00
Increase of capital since last report, - - -	Nothing.
Capital paid in per last report, - - -	\$1,964,000 00
Capital paid in since last report, - - -	10 00
Total amount of capital stock paid in, - - -	1,964,010 00
Funded debt, per last report, - - -	328,800 00
Funded debt paid since last report, - - -	Nothing.
Funded debt, increase of, since last report, - - -	"
Total present amount of funded debt, - - -	328,800 00
Floating debt, per last report, - - -	"
Floating debt paid since last report, - - -	"
Floating debt, increase of, since last report, - - -	"
Total present amount of floating debt, - - -	"
Total present amount of funded and floating debt, - - -	328,800 00
Average rate of interest per annum, paid during the year, - - -	6 per cent.
Maximum amount of debt for each month during the year, - - -	Funded debt.
COST OF ROAD AND EQUIPMENT.	
[For Abington Branch, per last report, - - -	129,098 87
For graduation and masonry, per last report, - - -	237,340 12
For wooden bridges, per last report, - - -	88,496 98
For superstructure, including iron, per last report, - - -	477,046 20
For stations, buildings and fixtures, per last report, - - -	207,434 23
For land, land-damages and fences, per last report, - - -	645,494 10
For land land-damages and fences, paid during the past year, - - -	} Nothing which has been charged to construction.
For locomotives, per last report, - - -	
For passenger and baggage cars, per last report, - - -	95,259 00
For merchandise cars, per last report, - - -	53,281 23
For engineering, per last report, [this item only included expenses paid in 1849, and is now included in agencies and other expenses,] - - -	36,717 04
Total amount expended for engineering, [included in agencies and other expenses,] - - -	
For agencies and other expenses, per last report, [including engineering, paid as above, in 1849,] - - -	328,366 26
Total cost of road and equipment, - - -	2,293 534 83
[The total cost of road and equipment appears by ledger \$2,292,544 83. The books were not kept originally to show these various items, and it is difficult if not impossible to state the details with perfect accuracy,]	

CHARACTERISTICS OF ROAD.	
Length of road, - - - - -	37½ miles.
Length of single main track, - - - - -	25½ "
Length of double main track, - - - - -	11½ "
Length of branches owned by the company, stating whether they have a single or double track, -	7½ " single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	4 57-100 miles.
Weight of rail per yard in main road, - - -	56 to 70 lbs.
Weight of rail per yard in branch roads, - - -	50 to 56 lbs.
Specify the different weights per yard, - - -	50, 56, 70 lbs.
Maximum grade, with its length in main road, -	39 6-10 feet for 6000 feet.
Maximum grade, with its length in branch roads, -	39 6-10 ft. for 10,500 ft. in
Total rise and fall in main road, - - - - -	509 2-10 feet. [5 planes.
Total rise and fall in branch roads, - - - - -	148 feet.
Shortest radius of curvature, with length of curve in main road, [at Boston,] - - - - -	520 feet for 450 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	301 feet in 140 feet.
Total degrees of curvature in main road, - - -	853°.
Total degrees of curvature in branch roads, - - -	172°.
Total length of straight line in main road, - - -	30 miles, 860 feet.
Total length of straight line in branches, - - -	5 " 4708 "
Aggregate length of wooden truss bridges, - - -	217 feet.
Aggregate length of all other wooden bridges, - - -	2915 "
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, [marsh and swamp land not included,] - - - - -	1½ miles.
Number of public ways crossed at grade, [by main line and branches owned by company,] - - -	42
Number of railroads crossed at grade, - - - - -	None.
Way stations for express trains, [the express train stops at South Braintree only,] - - - - -	1
Way stations for accommodation trains, - - - - -	16
Flag stations, - - - - -	7
Whole number of way stations, - - - - -	16
Whole number of flag stations, - - - - -	7
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - - - -	157,061½
Miles run by freight trains, - - - - -	36,368
Miles run by other trains, - - - - -	32,422
Total miles run, - - - - -	225,851½
Number of passengers carried in the cars, [estimating commutation passengers for distances under 12 miles, to pass each way 5 times, and those over, to pass 3 times each way, per week,] - - -	630,589
Number of passengers carried one mile, - - - - -	9,161,762
Number of tons of merchandise carried in the cars, - - - - -	88,342
Number of tons of merchandise carried one mile, - - -	1,352,910
Number of passengers carried one mile, to and from other roads, [Fall River Railroad,] - - - - -	2,413,866
Number of tons carried one mile, to and from other roads, [Fall River Railroad,] - - - - -	581,467
Rate of speed adopted for express passenger trains, including stops, - - - - -	27 6-10 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	About 27 miles per hour.

Rate of speed adopted for accommodation trains, -	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	About 19 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions, -	" 19 " "
Average rate of speed adopted for freight trains, including stops and detentions, -	12½ miles per hour.
Estimated weight in tons (of passenger cars, (not including passengers,) hauled one mile. -	3,888,179
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	1,996,350
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$23,653 32
For repairs of wooden bridges, -	1,511 53
For renewals of iron, including laying down, -	5,801 15
For wages of switchmen, average per month, \$28 00	2,634 49
For wages of gate-keepers, average per month, \$28 00	997 25
For wages of signal men, average per month, \$26 00	755 18
For wages of watchmen, average per month, \$33 00	1,931 01
Number of men employed exclusive of those engaged in construction, - [about	200
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) [Done by road repairers and other operatives. Extra steam power very small,] -	Included in other items.
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, -	" in depot repairs.
Total for maintenance of way, -	\$37,283 93
MOTIVE POWER AND CARS.	
For repairs of locomotives, -	12,884 12
For repairs of passenger cars, -	5,842 92
For repairs of merchandise cars, -	2,666 79
For repairs of gravel and other cars, -	2,093 15
Total for maintenance of motive power and cars, -	23,486 98
Number of engines, -	15
Number of passenger cars, -	25
Number of baggage cars, -	4
Number of merchandise cars, -	125
Number of gravel cars, -	56
MISCELLANEOUS.	
For fuel used by engines during the year, viz., [all Wood,] -	45,629 96
Coal, [at stations,] -	1,579 88
For oil used by cars and engines, -	4,167 13
For waste and other material for cleaning, -	659 20
For salaries, wages and incidental expenses, chargeable to passenger department, -	30,800 04
For salaries, wages and incidental expenses, chargeable to freight department, -	10,699 29
For gratuities and damages, -	608 61
For taxes and insurance, -	3,599 68
For repairs of station buildings, aqueducts, fixtures, furniture, -	6,539 69

For interest, [on bonds,]	- - - -	\$19,728 00
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [on freight to Fall River Railroad Company, for use of cars and risk on Old Colony Railroad,]	- - - -	6,594 32
For amount paid other companies as rent for use of their roads, specifying each company, [(including some arrearages) South Shore Railroad Company, \$29,011 93. D. and Milton Branch, \$7,560 00,	- - - -	36,071 93
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, -	- - - -	10,017 52
[Miscellaneous items, not included in the above, -	- - - -	1,518 80
Total expenditures for working the road, -	- - - -	\$240,924 46
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned [and leased] by company, - - - -	- - - -	172,867 61
2. To and from other roads, specifying what, [Fall River Railroad,] - - - -	- - - -	35,815 08
<i>For freight :—</i>		
1. On main road and branches owned [and leased] by company, - - - -	- - - -	37,529 37
2. To and from other connecting roads, [Fall River Railroad,] - - - -	- - - -	25,645 54
U. S. Mails, [\$4,002 09. City of fall contract, \$2,600 00,	- - - -	7,602 09
Rents, [\$2,037 34. Sundries, \$136 98. Interest, \$1,258 73, - - - -	- - - -	3,433 05
[Gravel, - - - -	- - - -	35,183 24
Total income, - - - -	- - - -	818,075 96
DIVIDENDS.		
Per cent. Total, - - - -	[One of 2	
Surplus not divided, - - - -	- - - -	80,067 52
Surplus last year, - - - -	- - - -	20,468 72
Total surplus, [not including \$10,000, credited to a contingent fund,] - - - -	- - - -	50,536 24

Hereto annexed, are copies of contracts made by this corporation and the South Shore Railroad Company, and with the Dorchester and Milton Branch Railroad Company.

The following fatal accidents and serious injuries have happened during the year, ending November 29th, 1851.

December 25, 1850.—James Mahoney, a laborer, in the employ of the Company, whilst walking on the track in front of an approaching train, in the evening, was run down, and so injured that he died.

February 14, 1851.—Capt. Abraham Tower, of Cohasset, was thrown from his wagon and considerably bruised, by a collision with the engine,

by incautiously driving his horse on to the track of the South Shore Road, in front of a passenger train. His horse was killed.

March 12.—Edward Thing, a teamster, who was loading his team with lumber, near the track of the road, on the premises of Mr. Henry D. Cushing, South Cove, Boston, and who had been cautioned by persons employed on the adjoining wharf, not to leave his team unprotected so near the track while loading,—lost his life, by being struck by a train whilst rescuing his horses from danger of being killed by the same train.

June 24.—An Irish woman, while walking on the track in Dorchester, was struck by a gravel train, and considerably bruised. She was sent to the hospital, where she soon recovered.

June 28.—A child of Patrick Hennessey was knocked down, and slightly bruised about the head, by the engine of the train from Plymouth, while playing on the track near Fourth street, South Boston.

July 2.—J. S. Thompson, and Elbridge Sampson, of Kingston, while incautiously driving in a wagon over the track, at a public road crossing, in Kingston, were much injured by being run down by the engine of a passenger train. Both have recovered.

On the same day, Mrs. Elisabeth Wheeler, of East Boston, was knocked down and somewhat injured, while walking on the line of the road, near Little Neck, (so called) Dorchester; every effort being made to call her attention to the train but to no effect.

August.—Judson Gleason, a brakeman, in the employ of the company, had one of his hands badly bruised by having it caught between two shackle bars, while attaching a car to his train.

September 24.—Joseph Heustis, a fireman in the employ of the company, had one of his legs fractured by getting it caught in the machinery of the engine, while the same was in motion.

September 25.—Two Irishmen were considerably bruised by being thrown from a wagon, which was struck by the engine of a passenger train, at a private road crossing in Quincy, whilst they were carelessly crossing the track.

November 5.—The remains of John Danaha were found on the track, near Savin Hill, Dorchester, a short time after the 6 3-4 P. M. train from Boston, had passed, leaving no doubt but that he was instantly killed by said train.

FRANCIS B. CROWNINSHIELD,
JAMES W. SEVER,
ALEXANDER HOLMES,
WILLIAM J. WALKER,
NATH'L WHITING,
H. H. HUNNEWELL.

SUFFOLK ss. *Boston, December 29, 1851.* Then personally appeared Francis B. Crowninshield, and made oath that the foregoing return, by him subscribed, is true, according to his best knowledge and belief.

JAMES W. SEVER, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 29, 1851.* Then personally appeared James W. Sever, Alexander Holmes, William J. Walker, and Nathaniel Whiting, and made oath that the foregoing Return, by them signed, is true, according to their best knowledge and belief.

Before me, FRANCIS B. CROWNINSHIELD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 30, 1851.* Then personally appeared H. Hollis Hunnewell, and made oath that the foregoing Return, by him signed, is true, according to his best knowledge and belief.

Before me, JOHN C. PRATT, *Justice of the Peace.*

Memorandum of an agreement made between the Old Colony Railroad Company and the Dorchester and Milton Branch Railroad Company, this twenty-sixth day of July, 1851, subject to confirmation by the directors of the latter.

1st. The cost of the Dorchester and Milton Branch Railroad is fixed for the purpose of the lien, at \$125,500, one hundred and twenty-five thousand and five hundred dollars.

2d. The present contract or lien, to be confirmed in every particular, excepting that the term for which the lien is to continue, shall be until January 1st, A. D., 1856, without power to either party to renew the same, subject to any rights which the mortgages of the earnings may have in regard to said lien or contract.

The Old Colony Railroad Company, after the next autumnal change of hours, are to run during the whole term, not less than four trains each way in winter, and five in summer.

3d. The bonds guarantied by the Old Colony Railroad Company, are to be renewed by the Dorchester and Milton Branch Railroad Company, for five years after they become due, without expense to the former, but are to be endorsed as at present, by the former company.

4th. The Dorchester and Milton Branch Railroad Company shall execute a mortgage of their road, franchise and property of every description

to the old Colony Railroad Company to secure them against their said guarantee and cost of renewal of bonds, subject always to the existing mortgages.

5th. The arrearages of rent to be paid with interest, and also the next payment which becomes due to the Dorchester and Milton Branch Rail Road Company, to be applied by them to the payment of their floating debt or to the purchase of their bonds.

6th. All future payments of rents, after the one next becoming due, to be made to two trustees, one to be named by each party, who are not to be paid for their services, and who are to apply the rents.

1. To the payment of interest on the bonds.

2. To the payment of three (3) per cent. dividends semiannually on any preferred stock, proceeds of which may have been used to provide for the debts of the company.

3. To the payment of the second issue of bonds, for \$22,500, or to buying the same before maturity.

4. To the making a sinking fund for the redemption of the bonds of the second issue, and lastly, of the guarantee bonds, but with discretion, both *trustees agreeing* to buy up bonds of either issue. This article also subject to the rights of the mortgagers.

7th. Both parties to use their best endeavors to obtain an act of the next Legislature ratifying this agreement, and such parts of the old contract as are embodied herein, or such parts as may be thought require it, and this agreement is only to take effect in case of such ratification.

8th. The Directors of the Dorchester and Milton Branch Railroad Company, and the members of their committee to use their best endeavors to procure preferred stock to be taken under their late act, to the extent of ten thousand dollars or more, the proceeds of which shall be applied to the extinguishment of the debt of the company.

9th. Should either party wish it, this agreement is to be drawn up in due form and executed by both companies.

J. M. FORBES,
E. P. TILESTON,
EDW'D KING.

Com. of the Dorchester and Milton Branch R. R. Co.

FRANCIS B. CROWNINSHIELD,
NATH'L WHITING,
ALEX'R HOLMES,

Com. of the Directors of the Old Colony R. R. Corp'n.

understood that the mortgages referred to in the above agreement, are, 1st, the mortgage or pledge of the rents and profits to the bondhold-

ers of the second issue of \$22,500 ; and 2d, a mortgage upon the house, adjoining the station, at the Lower Mills.

J. M. F.,
F. B. C.

And now, on this 1st day of August, 1851, at 4 o'clock P. M., at the office of N. F. Safford, Esq., in Milton, a meeting of the Directors of the Dorchester and Milton Branch Railroad Company is holden, pursuant to adjournment, due and regular notice of said meeting also having been given to the Directors of said Corporation.

AMOS HOLLINGSWORTH, *President pro tem.*

And now, upon the coming in of the Report of Messrs. J. M. Forbes, E. P. Tileston and Edward King, a committee chosen at a former meeting, concerning the relations subsisting between the Old Colony Rail Road Corporation and this Corporation, setting forth that they had concluded an agreement and settlement of difficulties heretofore subsisting, and had made memoranda thereof ; and presenting to this board an agreement made and executed between the said corporations, by Messrs. Crowninshield, Whiting, and Holmes, a committee in behalf of the Old Colony Company, and said Forbes, Tileston, and King, a committee in behalf of this corporation, which said agreement bears date July 26, 1851, and subject to the confirmation of this board. It was thereupon voted, that said agreement, made by said committees on the part and behalf of said corporations, be accepted and confirmed by the Dorchester and Milton Branch Railroad Corporation.

A true copy of record, from the books of the Dorchester and Milton Branch Railroad. Attest.

Signed, S. D. WHITNEY, *Clerk.*

• Extract from the records of the Old Colony Railroad Corporation.

At a regular meeting of the Directors of the Old Colony Railroad Corporation, held at the Depot in Boston, August 19, 1851. The committee, on the subject of the Dorchester and Milton Branch, presented a contract made with that company, and the ratification by their board, which being read, Voted, that the same be duly ratified and confirmed.

These Presents witness, That the Old Colony Railroad Corporation in consideration of one dollar, to it paid by the South Shore Railroad Company, and, that the South Shore Railroad Company hath agreed, that no claim for rent under the lease, by virtue of which the Old Colony Railroad Company is now using the South Shore Railroad, which ease ex-

pires on the first of April, eighteen hundred and fifty-four, shall be made on a sum exceeding four hundred and ten thousand dollars, and that said sum shall be the extreme limit at which the cost of said railroad shall be computed under said lease, hereby covenant and agrees to, and with, said South Shore Railroad Company,

First—That the cost of said road, under said lease, shall be taken, and deemed to be four hundred thousand dollars, and that the rent in arrears, under said lease, shall be paid on that sum.

Second—That interest shall also be allowed and paid as rent under said lease, on all sums properly constituting items in the cost of the South Shore Railroad, not included in the statement of cost heretofore furnished the Old Colony Railroad Company, by the South Shore Railroad Company; not exceeding in amount ten thousand dollars; but arrearages shall be estimated and paid on four hundred thousand dollars only.

Third—That the Old Colony Railroad Company makes no claims to the surplus iron, sleepers, or materials, which are specified in Mr. Whiting's list of objections, to the statement of cost rendered by the South Shore Railroad Company, to the Old Colony Railroad Company; or to the surplus land of the South Shore Railroad Company not constituting the road.

Fourth—The Old Colony Railroad Company is to have the sole use and control of the station houses on said South Shore Railroad, for their own benefit.

Fifth—Said lease is to be deemed to have commenced on the first day of April, eighteen hundred and forty nine, and in case of any extension of said lease, under the contract existing between said Railroad Companies, the cost of the South Shore Railroad, upon which interest is to be payable, as rent, is to be adjusted and settled anew, without reference to this instrument, or to the sum hereinbefore fixed upon as rent.

Sixth—Any dispute, at any time arising between the parties, is to be referred.

Seventh—All questions respecting the masonry, bridges, and imperfect construction of the South Shore Railroad, are not affected by this instrument.

Executed at Boston, this fifteenth day of March, eighteen hundred and fifty-one. In presence of

GILMAN DAVIS.

The South Shore Railroad Corporation by

JOSIAH QUINCY, JR.,

WM. SCHIER,

Committee.

The Old Colony Railroad Company,

FRANCIS B. CROWNINSHIELD, *President*,

SIXTH ANNUAL REPORT

OF THE

PETERBOROUGH AND SHIRLEY RAILROAD COMPANY.

*Return of the Peterborough and Shirley Railroad, under the Act of May 1, 1849,
chap. 191, to January, 1852.*

Capital stock, [by charter, \$340,000 00,]	-	-	\$275,000 00
Increase of capital since last report,	-	-	None.
Capital paid in per last report,	-	-	\$195,370 00
Capital paid in since last report,	-	-	18,250 00
Total amount of capital stock paid in,	-	-	209,760 00
Funded debt, per last report,	-	-	49,000 00
Funded debt paid since last report,	-	-	42,200 00
Funded debt, increase of, since last report, [by re- issue of bonds,]	-	-	38,900 00
Total present amount of funded debt,	-	-	45,800 00
Floating debt, per last report,	-	-	4,368 94
Floating debt paid since last report,	-	-	Changed, but not lessened.
Floating debt, increase of, since last report,	-	-	468 22
Total present amount of floating debt,	-	-	4,837 16
Total present amount of funded and floating debt,	-	-	50,637 16
Average rate of interest per annum paid during the year,	-	-	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$54,698 63; February, \$49,011 75; March, \$49,011 75; April, \$49,011 75; May, \$51,500; June, \$51,500; July, \$58,637 16; August, \$50,037 16; September, \$52,537 16; October, \$49,137 16; November, \$50,637 16; December, \$50,637 16.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	86,774 96
For graduation and masonry, paid during the past year,	-	-	128 90
Total amount expended for graduation and masonry,	-	-	86,903 86
For wooden bridges, per last report,	-	-	} Included in graduation and masonry.
For wooden bridges, paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	
Total amount expended for iron bridges, (if any,)	-	-	
For superstructure, including iron, per last report,	-	-	113,804 97
For superstructure, including iron, paid during the past year,	-	-	None.
Total amount expended for superstructure, including iron,	-	-	113,804 97

For stations, buildings and fixtures, per last report,	\$14,239 96
For stations, buildings and fixtures, paid during the past year,	9 90
Total amount expended for stations, buildings and fixtures,	\$14,249 86
For land, land-damages and fences, per last report, [including some other items of expense,] -	24,313 26
Total amount expended for land, land-damages and fences,	23,126 45
For locomotives, per last report,	None.
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last report,	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	None.
For merchandise cars, per last report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report, [including other expenses,]	
For engineering, paid during the past year,	13,041 20
Total amount expended for engineering, [not including other expenses,] -	1,020 00
For agencies and other expenses, per last report,	9,534 27
For agencies and other expenses, paid during the past year,	None.
Total amount expended for agencies and other expenses,	
Total cost of road,	264,115 30

CHARACTERISTICS OF ROAD.

Length of road,	14 miles, 391½ feet.
Length of single main track,	Same.
Length of double main track,	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	2,210 feet.
Weight of rail per yard in main road,	50 and 53 pounds.
Weight of rail per yard in branch roads,	No branches.
Specify the different weights per yard,	50 and 53 pounds.
Maximum grade, with its length in main road,	58 feet, 5,190 feet long.
Maximum grade, with its length in branch roads,	No branches.
Total rise and fall in main road,	327.59 feet.
Total rise and fall in branch roads,	No branches.
Shortest radius of curvature, with length of curve in main road,	1146 radius, 700 feet long.
Shortest radius of curvature, with length of curve in branch roads,	None.
Total degrees of curvature in main road,	588° 18'
Total degrees of curvature in branch roads,	None.
Total length of straight line in main road,	8.64 miles.
Total length of straight line in branches,	None.
Aggregate length of wooden truss bridges,	205 feet.
Aggregate length of all other wooden bridges,	140 "

154 PETERBORO' AND SHIRLEY RAILROAD.

Aggregate length of iron bridges, - - -	-	} None.
Whole length of road unfenced on both sides, - - -	-	} 12
Number of public ways crossed at grade, - - -	-	1, Wor. & N. at Groton.
Number of railroads crossed at grade, - - -	-	None.
Way stations for express trains, - - -	-	4
Way stations for accommodation trains, - - -	-	None.
Flag stations, - - -	-	4
Whole number of way stations, - - -	-	None.
Whole number of flag stations, - - -	-	
EXPENDITURES FOR WORKING THE ROAD.		Paid by Fitchburg R. R. Co.
MOTIVE POWER AND CARS.		Same.
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	-	
Wood, - - - - -	-	
Coal, - - - - -	-	
For oil used by cars and engines, - - -	-	
For waste and other material for cleaning, - - -	-	
For salaries, wages and incidental expenses, charge-	-	
able to passenger department, - - -	-	
For salaries, wages and incidental expenses, charge-	-	
able to freight department, - - -	-	
For gratuities and damages, - - -	-	
For taxes and insurance, - - -	-	
For repairs of station buildings, aqueducts, fixtures,	-	
furniture, - - -	-	
For interest, [funded debt, \$3,099; floating debt,	-	
\$561 87,] - - -	-	\$3,660 87
For salaries of president, treasurer, superintendent,	-	
law expenses, office expenses of the above offices,	-	
and all other expenses not included in any of the	-	
foregoing items, [from the organization of the com-	-	
pany to the present time,] - - -	-	
Total miscellaneous, - - -	-	11,689 39
Total expenditures for working the road, - - -	-	None.
INCOME DURING THE YEAR.		6 per cent. on actual cost.
DIVIDENDS.		
12½ per cent. Total, [made to January, 1851,] - - -	-	18,250 00
Surplus not divided, - - -	-	
Surplus last year, - - -	-	
Total surplus, - - -	-	A balance of stock.

All of which is respectfully submitted,

J. M. MAYNARD,
DAVID LORING,
F. A. WORCESTER,
GEO. BARRETT,
HENRY A. WOODS,
DANIEL ADAMS,
CHARLES POWERS.

Charlestown, December 29, 1851.

MIDDLESEX, ss. *Charlestown, December, 29, 1851.* Then personally appeared the above-named John M. Maynard, David Loring, F. A. Worcester, Daniel Adams, Charles Powers, Henry A. Woods, and George Barrett, and severally made oath, that the within return, by them subscribed, is true, according to the best of their knowledge and belief.

Before me, W. W. WHEILDON, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD COMPANY.

*Return of the Pittsfield and North Adams Railroad, under the Act of May 1, 1849,
chap. 191. For the year ending November 30, 1851.*

Capital stock, - - - - -	\$500,000 00	
Total amount of Capital stock paid in, - - -		\$450,000 00
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	108,827 47	
Total amount expended for graduation and masonry, -		108,827 47
For wooden bridges, per last report, -	7,244 00	
Total amount expended for wooden bridges, -		7,244 00
Total amount expended for iron bridges, (if any,) -		1,303 42
For superstructure, including iron, per last report, -	201,395 32	
Total amount expended for superstructure, includ- ing iron, - - - - -		201,395 32
For stations, buildings and fixtures, per last report, -	29,311 33	
Total amount expended for stations, buildings and fixtures, - - - - -		29,311 33
For land, land-damages and fences, per last report, -	63,742 95	
Total amount expended for land, land-damages and fences, - - - - -		63,742 95
For locomotives, per last report, - - - - -	7,000 00	
Total amount expended for locomotives, - - - - -		7,000 00
For passenger and baggage cars per last report, -	4,247 43	
Total amount expended for passenger and baggage cars, - - - - -		4,247 43
For engineering, per last report, - - - - -	20,605 56	
Total amount expended for engineering, - - - - -		20,605 56
Total cost of road and equipment, - - - - -		443,677 68
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -	18 65-100 miles.	
Length of single main track, - - - - -	17 95-100 "	
Length of double main track, - - - - -	70-100 mile.	
Aggregate length of sidings and other tracks, ex- cepting main track and branches, - - - - -	70-100 mile.	
Weight of rail per yard in main road, - - - - -	56 lbs. per yard.	
Maximum grade, with its length in main road, -	66 feet, 222 feet long.	
Total rise and fall in main road, - - - - -	365 feet.	
Shortest radius of curvature, with length of curve in main road, - - - - -	477½ feet, 722 feet long.	
Total degrees of curvature in main road, - - -	710° 1'	
Total length of straight line in main road, - -	13 39-100 miles.	

Aggregate length of wooden truss bridges, -	364 feet.
Aggregate length of iron bridges, - - -	30 "
Number of public ways crossed at grade, - - -	17
Way stations for accommodation trains, - - -	2
Flag stations, - - - - -	4
Whole number of way stations, - - - - -	2
Whole number of flag stations, - - - - -	4

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	} 25,412 miles.
Miles run by freight trains, - - -	
Number of passengers carried in the cars, - - -	36,538
Number of passengers carried one mile, - - -	576,812
Number of tons of merchandise carried in the cars, - - -	19,454
Number of tons of merchandise carried one mile, - - -	301,055
Number of passengers carried one mile, to and from other roads, - - - - -	139,304
Number of tons carried one mile, to and from other roads, - - - - -	215,510
Rate of speed adopted for express passenger trains, including stops, - - - - -	} 20 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	
Rate of speed adopted for accommodation trains, - - - - -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - - - -	
Average rate of speed actually attained by special trains, including stops and detentions, - - - - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - - - -	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$4,203 21	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	295 34	
Total for maintenance of way, - - - - -		\$4,498 55

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	642 93	
For repairs of passenger cars, - - -	125 20	
For repairs of merchandise cars, - - -	878 31	
Total for maintenance of motive power and cars, - - -		1,646 44
Number of engines, - - - - -	1	
Number of passenger cars, - - - - -	2	

MISCELLANEOUS.

For fuel used by engines during the year, viz. : -		
Wood, - - - - -	3,162 00	
For oil used by cars and engines, - - -	650 00	
For waste and other material for cleaning, - - -	37 50	
Total miscellaneous, - - - - -		12,162 50
Total expenditures for working the road, - - -		16,012 00

158 PITTSFIELD AND N. ADAMS RAILROAD.

INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by company, - - - - -	}	\$17,131 81
2. To and from other roads, specifying what, - - - - -		
<i>For freight :—</i>		
1. On main road and branches owned by company, - - - - -	}	19,482 51
2. To and from other connecting roads, - - - - -		
U. S. mails, - - - - -	}	900 00
Rents, - - - - -		
Total income, - - - - -		\$37,514 33
Net earnings, after deducting expenses, - - - - -		21,502 33
DIVIDENDS.		
6 per cent. Total, - - - - -		27,000 00

W. MERRITT,
 JOSIAH STICKNEY,
 WHITING GRISWOLD,
 STEPHEN FAIRBANKS,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 30, 1851.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

PROVIDENCE AND WORCESTER RAILROAD CORPORATION.

Return of the Providence and Worcester Railroad, under the Act of May 1, 1849, chap. 191, for eleven months, ending November 30, 1851.

Capital stock, - - - - -	\$1,457,500 00
Capital paid in per last report, - - - - -	\$1,457,500 00
Total amount of capital stock paid in, - - - - -	1,457,500 00
Funded debt, per last report, - - - - -	390,000 00
Funded debt paid since last report, - - - - -	84,000 00
Total present amount of funded debt, - - - - -	306,000 00
Floating debt, per last report, - - - - -	10,000 00
Floating debt paid since last report, - - - - -	10,000 00
Total present amount of floating debt, - - - - -	Nothing.
Total present amount of funded and floating debt, - - - - -	306,000 00
Average rate of interest per annum paid during the year, - - - - -	6 per cent.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, - - - - -	
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	
For superstructure, including iron, paid during the past year, - - - - -	Per last rep. 1,667,622 38
Total amount expended for superstructure, including iron, - - - - -	Paid during the 11 months, 2,968 00
For stations, buildings and fixtures, per last report, - - - - -	
For stations, buildings and fixtures, paid during the past year, - - - - -	Total am't, 1,670,590 38
Total amount expended for stations, buildings and fixtures, - - - - -	
For land, land-damages and fences, per last report, - - - - -	
For land, land-damages and fences, paid during the past year, - - - - -	
Total amount expended for land, land-damages and fences, - - - - -	
For locomotives, per last report, - - - - -	62,245 21
Total amount expended for locomotives, [less \$7,900 amount, one locomotive sold the past year,] - - - - -	54,345 21

160 PROVIDENCE AND WORC. RAILROAD.

For passenger and baggage cars, per last report, -	Per last report, 94,929 04
For passenger and baggage cars, paid during the past year, -	Paid during the 11 months, - 200 00
Total amount expended for passenger and baggage cars, -	Total amount, \$95,129 04
For merchandise cars, per last report, -	
For merchandise cars, paid during the past year, -	
Total amount expended for merchandise cars, -	
Total cost of road and equipment, -	\$1,820,064 63

CHARACTERISTICS OF ROAD.

Length of road, -	43.41 miles.
Length of single main track, -	38.24 "
Length of double main track, -	5.17 "
Length of branches owned by the Company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, -	7.60 "
Weight of rail per yard in main road, -	58 pounds.
Maximum grade, with its length in main road, -	27 ft. per mile for 4300 ft.
Shortest radius of curvature, with length of curve in main road, -	716 ft. radius for 875 ft.
Total degrees of curvature in main road, -	2546° 30'
Total length of straight line in main road, -	28.75 miles.
Aggregate length of wooden truss bridges, -	3355 feet.
Aggregate length of all other wooden bridges, -	1330 "
Aggregate length of iron bridges, -	Nothing.
Whole length of road unfenced on both sides, -	None.
Number of public ways crossed at grade, -	42
Number of railroads crossed at grade, -	None.
Way stations for express trains, -	No express trains run.
Way stations for accommodation trains, -	17
Flag stations, -	2
Whole number of way stations, -	17
Whole number of flag stations, -	2

DOINGS DURING THE ELEVEN MONTHS.

Miles run by passenger trains, -	101,230
Miles run by freight trains, -	29,340
Miles run by other trains, -	2,154
Total miles run, -	132,724
Number of passengers carried in the cars, -	356,943
Number of passengers carried one mile, -	4,878,260
Number of tons of merchandise carried in the cars, -	49,812
Number of tons of merchandise carried one mile, -	1,252,033
Number of passengers carried one mile, to and from other roads, -	427,070
Number of tons carried one mile to and from other roads, -	193,336
Rate of speed adopted for accommodation trains, -	30 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	20 do do
Average rate of speed adopted for freight trains including stops and detentions, -	10 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	3,000,000

SEVENTH ANNUAL REPORT.

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Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -

5,150,000

EXPENDITURES FOR WORKING THE ROAD.

For wages of switchmen, average per month, - The duties of these men being mixed with their other duties as station laborers, their wages in these capacities cannot be determined.
 For wages of gate-keepers, average per month, -
 For wages of signal men, average per month, -
 For wages of watchmen, average per month, -

Number of men employed, exclusive of those engaged in construction, - - -

145

Total for maintenance of way, - - -

15,776 43

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - 5,934 20
 For repairs of passenger cars, - - - 2,404 96
 For repairs of merchandise cars, - - - 1,840 25
 Total for maintenance of motive power and cars, - 10,179 41
 Number of Engines, - - - 7
 Number of passenger cars, - - - 17
 Number of baggage cars, - - - 1
 Number of merchandise cars, - - - 122
 Number of gravel cars, - - - 40

MISCELLANEOUS.

For fuel used by engines during the eleven months of the year, viz., Wood, - - - 21,044 31
 For oil used by cars and engines, - - - 1,580 00
 For salaries, wages and incidental expenses, chargeable to passenger department, - - - 17,042 33
 For salaries, wages and incidental expenses, chargeable to freight department, - - - 13,892 75
 For gratuities and damages, - - -
 For taxes and insurance, - - -
 For ferries, - - -
 For repairs of station buildings, aqueducts, fixtures, furniture, - - -
 For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - 7,443 31
 For amount paid other companies as rent for use of their roads, specifying each company, - - -
 For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -
 Total expenditures for working the road, - - - 86,958 54
 For interest (paid on bonds,) - - - 21,503 98

INCOME DURING THE ELEVEN MONTHS.**For passengers :—**

1. On main road, including branches owned by company, - - - 117,043 45
2. To and from other roads, specifying what, - - - }

For freight :—

1. On main road and branches owned by company, - - - 82,122 81
2. To and from other connecting roads, - - - }

U. S. Mails,	-	-	-	-	-	2,253	75	
Rents,	-	-	-	-	-	1,469	80	
Total income,	-	-	-	-	-			202,889 81
Net earnings, after deducting expenses,	-	-	-	-	-			115,931 27
DIVIDENDS.								
[No Dividends this year.]								
Total surplus, [11 months,]	-	-	-	-	-			115,931 27

The Directors report the following casualty, occurring during the eleven months:—

On the 12th March, 1851, William C. Cook, employed as a brakeman upon the freight train, in passing from one car to another when the train was in motion, fell upon the track, and was fatally injured by a car passing over him.

Respectfully submitted by

ORRAY TAFT,
ALEXANDER DUNCAN,
MOSES B. IVES,
JAMES Y. SMITH,
G. W. HALLET,
M. B. LOCKWOOD,
WM. FOSTER,
SHUBAEL HUTCHINS,
JOHN BARSTOW,
PAUL WHITIN,
AARON RATHBONE,

Directors of the Providence and Worcester Railroad.

COUNTY OF PROVIDENCE, ss. In the city of Providence, on the 23 day of December, A. D., 1851. Then personally appeared the above-named Orray Taft, Alexander Duncan, Moses B. Ives, James Y. Smith, George W. Hallet, Moses B. Lockwood, William Foster, Shubael Hutchins, John Barstow, Aaron Rathbone and Paul Whitin, before me, and severally made oath, that the preceding Report is true, to the best of their knowledge and belief.

NATHANIEL SEARLE, *Justice of the Peace.*

We the subscribers, Commissioners of the Providence and Worcester Railroad Company, appointed by the Governors of the States of Massa-

WILLIAM JACKSON,
Commissioner for Massachusetts.

GEORGE W. JACKSON,
Commissioner for Rhode Island.

Providence, R. I., December 22, 1851.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at company's office in Providence, on the 22d December, 1851, for the purpose of investigating the accounts and expenditures of said company, and for deciding what sums are applicable to that part of the road lying in Massachusetts; and also what part is chargeable to that portion of the road lying in the state of Rhode Island; and, having examined the accounts of said company, we find that the total expenditures for construction, to the 30th November, 1851, inclusive, is - - - - - \$1,670,590 38
There has been expended for cars and locomotives, up to

30th November, 1851, inclusive, viz. :—	
Cars, - - - - -	\$95,129 04
Locomotives, - - - - -	54,345 21
	<hr/>
	\$149,474 25

Total cost of road and equipment to the 30th November, 1851, - - - - -	\$1,820,064 63
From which cost there should be deducted the surplus earnings from January 1st to 30th November, 1851, after paying interest on the funded debt of \$21,503 98,	94,427 29

**Total cost of road and equipment to the 30th November,
1851, inclusive, \$1,725,637 34**

This amount of the cost of construction, we apportion as follows, viz :—							
To Massachusetts,	-	-	-	-	-	-	\$862,818 67
To Rhode Island,	-	-	-	-	-	-	862,818 67

164 PROVIDENCE AND WORC. RAILROAD.

RECEIPTS.

The whole amount of receipts from the 1st of January to 30th November, 1851, inclusive, were as follows :—

For transportation of passengers, - - - -	\$117,043 45
For transportation of merchandise, - - - -	82,122 81
For mail service, - - - - - - - -	2,253 75
For rents, - - - - - - - - - -	1,469 80
	<hr/>
	\$202,889 81

EXPENSES FOR 11 MONTHS.

Oil, - - - - - - - - - -	\$1,580 00
Fuel, - - - - - - - - - -	21,044 31
Maintenance of way, - - - - - - - -	15,776 43
Repairs of cars, - - - - - - - - - -	4,245 21
Repairs of locomotives, - - - - - - - -	5,934 20
Miscellaneous, - - - - - - - - - -	7,443 31
Freight expenses, - - - - - - - - - -	13,892 75
Passenger expenses, - - - - - - - - - -	17,042 33
	<hr/>
	86,958 54

Net earnings, - - - - - - - - - -	\$115,931 27
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Which amount we apportion as follows :—

To Massachusetts, - - - - - - - - - -	\$57,965 64
To Rhode Island, - - - - - - - - - -	57,965 63
	<hr/>
	\$115,931 27

Said commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures, in Massachusetts and Rhode Island, respectively, agreeable to the acts of said States creating the present Providence and Worcester Railroad Company.

All which is respectfully submitted.

WILLIAM JACKSON,

Commissioner for Massachusetts.

GEORGE W. JACKSON,

Commissioner for Rhode Island.

THIRD ANNUAL REPORT

OF THE

SALEM AND LOWELL RAILROAD COMPANY.

Return of the Salem and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$400,000 00
Capital paid in per last report, - - - - -	\$243,250 00	
Capital paid in since last report, - - - - -	55 00	
Total amount of capital stock paid in, - - - - -		243,305 00
Total present amount of funded debt, - - - - -		79,800 00
Floating debt, per last report, - - - - -	93,723 61	
Floating debt paid since last report, - - - - -	66,830 36	
Total present amount of floating debt, - - - - -		26,893 25
Total present amount of funded and floating debt, - - - - -		106,693 25
Average rate of interest per annum paid during the year, - - - - -	6.625 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$98,223 61; February, \$89,643 61; March, \$95,123 61; April, \$96,923 61; May, \$100,123 61; June, \$104,220 33; July, \$113,017 76; August, \$112,122 56; September, \$113,448 76; October, \$115,098 73; November, \$106,693 25.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	90,819 20	
For graduation and masonry paid during the past year, - - - - -	2,829 93	
Total amount expended for graduation and masonry, - - - - -		93,649 13
For wooden bridges, per last report, - - - - -	2,630 00	
For wooden bridges paid during the past year, - - - - -	71 62	
Total amount expended for wooden bridges, - - - - -		2,701 62
For superstructure, including iron, per last report, - - - - -	113,896 73	
For superstructure, including iron, paid during the past year, - - - - -	6,052 74	
Total amount expended for superstructure, including iron, - - - - -		119,949 47
For stations, buildings and fixtures, per last report, - - - - -	4,512 98	
For stations, buildings and fixtures, paid during the past year, - - - - -	4,034 40	
Total amount expended for stations, buildings and fixtures, - - - - -		8,547 38
For land, land-damages and fences, per last report, - - - - -	43,014 58	
For land, land-damages and fences, paid during the past year, - - - - -	1,303 68	
Total amount expended for land, land-damages and fences, - - - - -		44,318 26
For locomotives per last report, - - - - -	21,115 30	

For locomotives, paid during the past year, -	\$593 25	
Total amount expended for locomotives, -		\$21,708 55
For passenger and baggage cars per last report, -	5,010 00	
For passenger and baggage cars, paid during the past year, -	145 12	
Total amount expended for passenger and baggage cars, -		5,155 12
For merchandise cars, per last report, -	27,444 80	
For merchandise cars, paid during the past year, -	9,320 89	
Total amount expended for merchandise cars, -		36,765 69
For engineering, per last report, -	6,425 00	
For engineering, paid during the past year, -	208 07	
Total amount expended for engineering, -		6,633 07
For agencies and other expenses, per last report, -	2,074 23	
For agencies and other expenses, paid during the past year, -	1,718 13	
Total amount expended for agencies and other expenses, -		3,792 36
Total cost of road and equipment, -		343,220 65

CHARACTERISTICS OF ROAD.

Length of road, -	16.882 miles.
Length of single main track, -	16.882 "
Aggregate length of sidings and other tracks, excepting main track and branches, -	1 450-1000 miles.
Weight of rail per yard in main road, -	58 lbs.
Maximum grade, with its length in main road, -	28.58 per mile for 3380 ft.
Total rise and fall in main road, -	223.34 feet.
Shortest radius of curvature, with length of curve in main road, -	1200 feet, for 1425 feet.
Total degrees of curvature in main road, -	395°.
Total length of straight line in main road, -	13.368 miles.
Aggregate length of all wooden bridges, -	121 feet.
Whole length of road unfenced on both sides, -	All fenced, or otherwise
Number of public ways crossed at grade, -	19 [properly protected]
Number of railroads crossed at grade, -	1
Way stations for accommodation trains, -	3
Flag stations, -	5
Whole number of way stations, -	3
Whole number of flag stations, -	5

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	32,724	
Miles run by freight trains, -	7,720	
Total miles run, -		40,444
Number of passengers carried in the cars, -	31,260	
Number of passengers carried one mile, -	423,453	
Number of tons of merchandise carried in the cars, -	25,538	
Number of tons of merchandise carried one mile, -	539,053	
Number of passengers carried one mile, to and from other roads, -	19,692	
Number of tons carried one mile, to and from other roads, -	351,637	
Rate of speed adopted for accommodation trains, -	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	25 " "	
Average rate of speed adopted for freight trains, including stops and detentions, -	12 " "	

EXPENDITURES FOR WORKING THE ROAD.				
[Amount paid Lowell and Lawrence Railroad Company, for proportion of running expenses for eleven months—as per contract, - - -				\$18,934 53
MOTIVE POWER AND CARS.				
Number of engines, - - -	-	-	-	3
Number of passenger cars, - - -	-	-	-	2
Number of baggage cars, - - -	-	-	-	1
Number of merchandise cars, - - -	-	-	-	133
Number of gravel cars, - - -	-	-	-	2
MISCELLANEOUS.				
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	-	-	-	} 5,055 27
For salaries, wages and incidental expenses, chargeable to freight department, - - -	-	-	-	
For interest, - - -	-	-	-	4,568 32
For amount paid other companies as rent for use of their roads, specifying each company, [to Lowell and Lawrence Railroad Company, for 11 months, - - -	-	-	-	2,750 00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	-	-	-	798 70
Total expenditures for working the road, - - -	-	-	-	\$32,106 82
INCOME DURING THE YEAR.				
<i>For passengers:—</i>				
1. On main road including branches owned by company, - - -	-	-	-	} 14,137 73
2. To and from other roads, specifying what, - - -	-	-	-	
<i>For freight:—</i>				
1. On main road and branches owned by company, - - -	-	-	-	} 22,502 52
2. To and from other connecting roads, - - -	-	-	-	
Total income, - - -	-	-	-	36,640 25
Net earnings, after deducting expenses, - - -	-	-	-	4,533 43
DIVIDENDS.				
Surplus not divided, - - -	-	-	-	4,533 43
Surplus last year, - - -	-	-	-	2,369 97
Total surplus, - - -	-	-	-	6,903 40

ACCIDENTS.

As the passenger train from Salem for Lowell was passing one of the crossings in Wilmington, a sleigh, in which William H. Woodlin and four children were passengers, came in contact with the engine. The sleigh was demolished, and Mr. Woodlin and one child instantly killed, and the other children somewhat injured. The corporation complied with the law, by giving immediate notice to a coroner, and an inquisition being taken, the jury found that the parties came to their death by being accidentally run over, and that the bell was rung, and every precaution taken by those having charge of the train.

S. C. PHILLIPS,
WM. LIVINGSTON,
SIDNEY SPALDING,
CHARLES F. FLINT,
J. W. PEELE.

Salem, 9th January, 1851.

COMMONWEALTH OF MASSACHUSETTS.

Salem, December 29, 1851. Then personally appeared the above-named S. C. Phillips, William Livingston, Sidney Spalding, J. W. Peele, and Charles F. Flint, and made oath that the foregoing report by them subscribed, was, to the best of their knowledge and belief, true.

Before me, STEPHEN H. PHILLIPS, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
SAUGUS BRANCH RAILROAD COMPANY.

Return of the Saugus Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$160,000 00
Increase of capital since last report, - - - - -	\$40,000 00	
Capital paid in per last report, - - - - -	Nothing.	
Capital paid in since last report, - - - - -	32,000 00	
Total amount of capital stock paid in, - - - - -		32,000 00
[This corporation have put their road under contract, this day.]		
COST OF ROAD AND EQUIPMENT.		
For engineering paid during the past year, -	536 77	

GARDINER G. HUBBARD,
ALBERT THORNDIKE,
JOSHUA WEBSTER,
ISAIAH BREED,
GEORGE HOOD,
S. HOOPER.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 30, 1851.* Then personally appeared the above-named Hubbard, Thorndike, Webster, Breed, Hood, and Hooper, and made oath that the matters by them above subscribed, are true, according to the best of their knowledge and belief.

Before me, FRA'S. A. BROOKS, *Justice of the Peace.*

To all men to whom these presents shall come: Know ye, that we, the President, and a majority of the Directors of the Saugus Branch Railroad Company, do hereby certify, that all of the stock named in the respective charters of said company, has been subscribed for by responsi-

ble parties, and that twenty per cent. of the par value of each and every share thereof, has been actually paid into the treasury of the company.

GARDINER G. HUBBARD,
President.

JOSHUA WEBSTER,
ALBERT THORNDIKE,
S. HOOPER,
ISAIAH BREED,
GEORGE HOOD.

Boston, December 30, 1851.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 30, 1851.* Then personally appeared the above-named Hubbard, Webster, Thorndike, Hooper, Breed, and Hood, and made oath that the matters by them above subscribed, are true, according to the best of their knowledge and belief.

Before me, FRA'S. A. BROOKS, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
SOUTHBRIDGE AND BLACKSTONE RAILROAD
COMPANY.

Since the last Report, the Company have made location of that part of their road within this Commonwealth, and filed the same according to law. By virtue of authority given them by the last Legislature, they have taken a lease of the Norfolk County Railroad, (see Report of Norfolk County Railroad Company,) and united their road with the New York and Boston Railroad, by making joint stock with that Company ; and subscription to such joint stock has been made to the amount of more than one million dollars.

It is expected the road will soon be put under contract.

HORATIO N. SLATER,
E. D. AMMIDOWN,
J. C. HURD,
WILLIAM EDWARDS,
STEPHEN P. IRWIN,
W. FARNUM,
R. O. STORRS,

Directors.

Boston, December 18, 1851.

WORCESTER, ss. *December 19, 1851.* Then personally appeared Ebenezer D. Ammidown, Wm. Edwards, and Stephen P. Irwin, and made oath, that the within Report, by them subscribed, is true, according to their best knowledge and belief,

Before me, SAMUEL M. LANE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 22, 1851.* Then personally appeared Horatio N. Slater, W. Farnum, and R. O. Storrs, and made oath, that the within Report, by them subscribed, is true, according to their best knowledge and belief.

Before me, JNO. GOLDSBURY, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

SOUTH READING BRANCH RAILROAD COMPANY.

*Return of the South Reading Branch Railroad, under the Act of May 1, 1849,
chap. 191. From September 1, 1850, to September 1, 1851.*

Capital stock, - - - - -		\$300,000 00
Increase of capital since last report, - - - - -		100,000 00
Capital paid in per last report, - - - - -	\$160,206 86	
Capital paid in since last report, - - - - -	49,325 87	
Total amount of capital stock paid in, - - - - -		209,532 73
Floating debt, per last report, - - - - -	59,090 98	
Floating debt, increase of, since last report, - - - - -	28,514 09	
Total present amount of floating debt, - - - - -		87,605 07
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: September, 1850, \$ —; October, 1850, \$57,788 99; November, 1850, \$59,090 98; December, 1850, \$72,943 55; January, 1851, \$70,843 41; February, 1851, \$69,121 41; March, 1851, \$67,913 86; April, 1851, \$66,111 51; May, 1851, \$82,431 69; June, 1851, \$81,913 60; July, 1851, \$94,888 25; August, 1851, \$87,605 07.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	79,716 79	
For graduation and masonry paid during the past year, - - - - -	2,785 50	
Total amount expended for graduation and masonry, - - - - -		82,502 29
For wooden bridges, per last report, - - - - -	579 56	
For wooden bridges paid during the past year, - - - - -	6 17	
Total amount expended for wooden bridges, - - - - -		585 73
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	41,333 21	
For superstructure, including iron, paid during the past year, - - - - -	20,206 06	
Total amount expended for superstructure, including iron, - - - - -		61,539 27
For stations, buildings and fixtures, per last report, - - - - -	7,375 90	
For stations, buildings and fixtures, paid during the past year, - - - - -	1,927 13	
Total amount expended for stations, buildings and fixtures, - - - - -		9,303 03
For land, land-damages and fences, per last report, - - - - -	27,395 57	

THIRD ANNUAL REPORT.

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For land, land damages and fences, paid during the past year.	\$6,390 49	
Total amount expended for land, land-damages and fences.		\$33,786 00
For locomotives per last report.	26,560 08	
For locomotives, paid during the past year.	1,160 75	
Total amount expended for locomotives.		27,720 83
For passenger and baggage cars, per last report.	11,130 48	
For passenger and baggage cars, paid during the past year.	11,456 50	
Total amt expended for passenger and baggage cars.		22,586 98
For merchandise cars, per last report.	28,082 22	
For merchandise cars, paid during the past year.	12,062 60	
Total amount expended for merchandise cars.		40,144 82
For engineering, per last report.	6,683 97	
For engineering paid during the past year.	720 60	
Total amount expended for engineering.		7,404 57
For agencies and other expenses, per last report.	2,743 55	
For agencies and other expenses, paid during the past year.	5,442 52	
Total amount expended for agencies and other expenses.		8,186 07
Total cost of road and equipment.		293,759 65

CHARACTERISTICS OF ROAD.

Length of road.	8.15 miles.
Length of single main track.	8.15 "
Length of branches owned by the company, stating whether they have a single or double track.	1150 feet—single track.
Aggregate length of sidings and other tracks, excepting main track and branches.	1.41 miles.
Weight of rail per yard in main road.	60 lbs.
Weight of rail per yard in branch roads.	60 "
Maximum grade, with its length in main road.	52.8 feet per mile—2200 ft.
Maximum grade, with its length in branch roads.	40 " " 900 "
Total rise and fall in main road.	155.7 feet rise—81.9 ft. fall.
Total rise and fall in branch roads.	5 feet.
Shortest radius of curvature, with length of curve in main road.	350 ft. rad.—100 ft. length.
Shortest radius of curvature, with length of curve in branch roads.	425 ft. rad.—290 ft. length.
Total degrees of curvature in main road.	232° 15'
Total degrees of curvature in branch roads.	80° 41'
Total length of straight line in main road.	6.85 miles.
Total length of straight line in branches.	578 feet.
Aggregate length of all wooden bridges.	326 "
Number of public ways crossed at grade.	12
Way stations for express trains.	3
Way stations for accommodation trains.	3
Flag stations.	1
Whole number of way stations.	3
Whole number of flag stations.	1

DOINGS DURING THE YEAR.

Miles run by passenger trains.	38,545
Miles run by freight trains.	6,520
Miles run by other trains.	3,240

174 SOUTH READING BRANCH RAILROAD.

Total miles run, - - - - -	48,304
Number of passengers carried in the cars, - - -	180,585
Number of passengers carried one mile, - - -	1,369,544
Number of tons of merchandise carried in the cars, - - -	23,507—1866-2000
Number of tons of merchandise carried one mile, - - -	199,563— 393-2000
Number of passengers carried one mile, to and from other roads, - - - - -	1,143,612
Number of tons carried one mile, to and from other roads, - - - - -	106,058—459-2000
Rate of speed adopted for accommodation trains, - - -	30 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	27 " "
Average rate of speed actually attained by special trains, including stops and detentions, - - -	20 " "
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 " "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	535,400
Estimated weight in tons of merchandise cars, not including freight,) hauled one mile, - - -	129,376

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$4,452 88
For wages of switchmen, average per month, \$27, - - -	Total } 102 00
For wages of gate-keepers, average per month, \$25, - - -	
For wages of signal-men, average per month, \$25, - - -	
For wages of watchmen, average per month, \$25, - - -	
Number of men employed, exclusive of those engaged in construction, - - -	38
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	65 35

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - - -	2,638 88
For repairs of passenger cars, - - - - -	901 46
For new passenger cars, to cover depreciation, - - -	None.
For repairs of merchandise cars, - - - - -	702 98
For new merchandise cars, to cover depreciation, - - -	
[Rebuilding 6 cars, burnt at Boston and Maine Railroad Freight Depot, in Boston, Nov. 5, 1850, - - -	1,960 75
For repairs of gravel and other cars, - - - - -	257 50
Total for maintenance of motive power and cars, - - -	\$6,461 57
Number of engines, - - - - -	4
Number of passenger cars, - - - - -	9
Number of baggage cars, - - - - -	1
Number of merchandise cars, - - - - -	150 of 4-wheels.
Number of gravel cars, - - - - -	12

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	
Wood, [used by engines,] - - - - -	8,156 34 }
Coal, [used at stations,] - - - - -	100 50 } 8,256 84
For oil used by cars and engines, - - - - -	958 73
For waste and other material for cleaning, - - -	120 05
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	4,351 46
For salaries, wages and incidental expenses, chargeable to freight department, - - -	2,578 38

For gratuities and damages, - - -	\$125 50	
For taxes and insurance, - - -	18 07	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	53 88	
For interest, [None, except that charged in construction account.]		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, [amount chargeable to working road, charged in accounts, "Salaries, and Incidental Expenses, Passenger and Freight Departments,"] - - -	2,379 77	
Total miscellaneous, - - -		\$10,585 94
Total expenditures for working the road, - -		29,822 48
INCOME DURING THE YEAR, ENDING AUG. 31, 1851.		
<i>For passengers:—</i>		
1. On main road, including branches owned by company, - - -		28,838 79
2. To and from other roads, specifying what, -	24,055 31	
<i>For freight:—</i>		
1. On main road and branches owned by company, - - -		9,688 96
2. To and from other connecting roads, -	8,921 09	
Rents, { [Received for rent of dwelling-houses, &c.,	203 75	
{ [Rec'd for use of engines, cars, men, fuel and oil, (expense charged in acc. working road,)	3,504 11	3,707 86
Total income, - - -		42,235 61
Net earnings, after deducting expenses, - -	12,413 03	
DIVIDENDS.		
5 per cent. Total, [for 9 months, ending May 31, 1851, - - -	{ 10,000, for 9 months, from September 1, 1850, to June 1, 1851.	
Surplus last year, - - -	No dividend.	

ALBERT THORNDIKE,
DAVID PINGREE,
WM. H. FOSTER,
JOSEPH S. CABOT,
GEO. OSBORNE.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. December 30, 1851. Then personally appeared Albert Thorndike, David Pingree, William H. Foster, Joseph S. Cabot, and George Osborne, and made oath that the within return, by them subscribed, is true and correct, according to the best of their knowledge and belief.

Before me,

GEO. F. CHOATE, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY.

Return of the South Shore Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$600,000 00
Capital paid in per last report, - - - - -	\$255,000 00	
Capital paid in since last report, - - - - -	4,685 00	
Total amount of capital stock paid in, - - - - -		\$259,685 00
Funded debt per last report, - - - - -	133,900 00	
Funded debt, increase of since last report, - - - - -	600 00	
Total present amount of funded debt, - - - - -		134,500 00
Floating debt, per last report, - - - - -	21,529 86	
Floating debt paid since last report, - - - - -	4,507 66	
Total present amount of floating debt, [at 6 per ct.,] - - - - -		17,022 20
Total present amount of funded and floating debt, - - - - -		151,522 20
Average rate of interest per an. paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$29,093; February, \$29,793; March, \$26,305 67; April, \$24,260 76; May, \$24,986 24; June, \$20,211 72; July, \$19,560 72; August, \$17,522 20; September, \$17,022 20; October, \$17,022 20; November, \$17,022 20; December, \$17,022 20.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	124,757 95	
Total amount expended for graduation and masonry, - - - - -		124,757 95
For wooden bridges, per last report, - - - - -	12,657 86	
For wooden bridges paid during the past year, - - - - -	790 64	
Total amount expended for wooden bridges, - - - - -		13,448 50
For superstructure, including iron, per last report, - - - - -	81,895 61	
For superstructure, [reduced] during the past year, [by sales of surplus timber, &c.,] - - - - -	251 76	
Total amount expended for superstructure, including iron, - - - - -		81,643 85
For stations, buildings and fixtures, per last report, - - - - -	26,129 40	
For stations, buildings and fixtures, paid during the past year, - - - - -	411 42	
Total amount expended for stations, buildings and fixtures, - - - - -		26,540 82
For land, land-damages and fences, per last report, - - - - -	82,559 53	
For land, land-damages and fences, paid during the past year, - - - - -	13,573 64	
Total amount expended for land land-damages and fences, - - - - -		96,133 17
For engineering, per last report, - - - - -	13,152 81	
Total amount expended for engineering, - - - - -		13,152 81
For agencies and other expenses, per last report, - - - - -	79,280 87	

SIXTH ANNUAL REPORT.

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For agencies and other expenses, reduced during the past year, [on settlement with Old Colony R. R.]	\$7,268 72	
Total amount expended for agencies and other expenses, - - - - -		\$72,012 15
Total cost of road and equipment, - -		427,689 25
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -	11.5 miles.	
Length of single main track, - - - - -	11.5 "	
Weight of rail per yard in main road, - - - - -	52 pounds.	
Maximum grade, with its length in main road, - - - - -	34.85 feet for 3½ miles.	
Total rise and fall in main road, - - - - -	259.4 feet.	
Shortest radius of curvature, with length of curve in main road, - - - - -	[tion with O. C. R. R. 477½ ft. for 697 ft. at junction with O. C. R. R.]	
Total degrees of curvature in main road, - - - - -	704° 42'.	
Total length of straight line in main road, - - - - -	7.8 miles.	
INCOME DURING THE YEAR.		
Rents, - - - - -		15,318 00
DIVIDENDS.		
3 per cent. in cash, October, 1851, - - - - -	7,500 00	
3 " " on bonds, April, 1851, - - - - -	3,822 00	
3 " " " October, 1851, - - - - -	3,840 00	

NOTE.—This Branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment in January, 1849; it was then furnished and equipped by that corporation, and has since been run by it, the lease taking effect on the first of April, 1849. Therefore some of the information, called for above, cannot be furnished by us, but it will, doubtless, be furnished by the report from that corporation. The terms of the lease are set forth, in full, in the Annual Reports of Railroad Corporations, to Senate, for 1847, page 123.

ALFRED C. HERSEY,
ELLIOT L. WHITE,
JOSEPH LOUD, JR.,
LABAN SOUTHER,
JOSIAH QUINCY, JR.,

Boston, December 31, 1851.

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 1, 1852.

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

STOCKBRIDGE AND PITTSFIELD RAILROAD CORPORATION.

Return of the Stockbridge and Pittsfield Railroad, under the Act of May 1, 1849, chap 191.

Capital stock, - - - - -		\$448,700 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$448,700 00	
Capital paid in since last report, - - - - -	None.	
Total amount of capital stock paid in, - - - - -		448,700 00
Funded debt, per last report, - - - - -	"	
Funded debt paid since last report, - - - - -	"	
Funded debt, increase of, since last report, - - - - -	"	
Total present amount of funded debt, - - - - -	"	
Floating debt, per last report, - - - - -	"	
Floating debt paid since last report, - - - - -	"	
Floating debt, increase of, since last report, - - - - -	"	
Total present amount of floating debt, - - - - -	"	
Total present amount of funded and floating debt, - - - - -	"	
[This road has been leased to the Housatonic Railroad Company perpetually, and reference is hereby made to a copy of the lease and contract of transportation, annexed to the annual return to the Legislature of 1851.] - - - - -		
COST OF ROAD AND EQUIPMENT.		
Total amount expended for graduation and masonry, - - - - -		154,263 00
Total amount expended for wooden bridges, - - - - -		8,489 00
Total amount expended for superstructure, including iron, - - - - -		163,413 00
Total amount expended for stations, buildings and fixtures, - - - - -		30,700 00
Total amount expended for land, land-damages and fences, - - - - -		70,000 00
Total amount expended for passenger and baggage cars, - - - - -		4,100 00
Total amount expended for engineering, - - - - -		8,000 00
Total amount expended for agencies and other expenses, - - - - -		9,735 00
Total cost of road and equipment, - - - - -		448,700 00
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -	21 93-100 miles.	
Length of single main track, - - - - -	Same.	
Length of double main track, - - - - -	None, except turnouts.	

Length of branches owned by the company, stating whether they have a single or double track,		None.
Weight of rail per yard in main road,	-	Part 56 lbs., and part 60 lbs.
Maximum grade, with its length in main road,	-	Grade 40 ft., length 92-100
Total rise and fall in main road,	-	362 ft., and 98 ft. fall. [mile.
Shortest radius of curvature, with length of curve in main road,	-	515 feet—858 ft. in length.
Total degrees of curvature in main road,	-	2011°.
Total length of straight line in main road.	-	11 46-100 miles.
Aggregate length of wooden truss bridges,	-	94 02 100.
Whole length of road unfenced on both sides,	-	3 to 5 miles.
Number of public ways crossed at grade,	-	21
Number of railroads crossed at grade,	-	None.
Whole number of way stations,	-	8
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	-	20,658
Miles run by freight trains,	-	13,772
Miles run by other trains,	-	2,640
Total miles run,	-	37,070
Number of passengers carried in the cars,	-	23,475
Number of passengers carried one mile,	-	258,225
Number of tons of merchandise carried in the cars,	-	7,085 19-100
Number of tons of merchandise carried one mile,	-	113,360
Rate of speed adopted for express passenger trains, including stops,	-	22 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	22 " "
Average rate of speed adopted for freight trains, including stops and detentions,	-	11 " "
EXPENDITURES FOR WORKING THE ROAD.		
[See copy of lease and contract of transportation, above referred to.]		
MOTIVE POWER AND CARS.		
[See copy of lease and contract, as above.]		
INCOME DURING THE YEAR.		
[See contract of transportation and lease, as above.]		
Rents,	-	\$31,409 00
Net earnings, after deducting expenses,	-	\$31,409 00
DIVIDENDS.		
7 per cent. Total, [payable semiannually,	-	31,409 00

As this road is operated by the Housatonic Railroad Company, under the lease and contract within referred to, that company making all repairs and renewals, and keeping all accounts in relation to the same, and to the running of the road, the directors are unable to make a more definite and detailed return.

SAMUEL A. HULBUT,
HARRISON GARFIELD,
GEO. W. PLATNER,

THOS. F. PLUNKETT.
THOS. SEDGWICK,
D. R. WILLIAMS,

Directors of the Stockbridge and Pittsfield R. R. Co.

180 STOCKBRIDGE & PITTSFIELD RAILROAD.

BERKSHIRE, SS. *Stockbridge, January 12, 1852.* Then personally appeared the above-named Samuel A. Hulbut, Harrison Garfield, George W. Platner, Thos. F. Plunkett, Thos. Sedgwick and D. R. Williams, and made oath that the within return, by them subscribed, is true, to the best of their knowledge and belief.

Before me,

J. Z. GOODRICH, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
STONY BROOK RAILROAD CORPORATION.

Return of the Stony Brook Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [By charter, \$300,000; by vote, \$275,000,]	-	-	Stock issued, \$266,900 00
Increase of capital since last report,	-	-	None.
Capital paid in per last report,	-	-	\$266,900 00
Capital paid in since last report,	-	-	Nothing.
Total amount of capital stock paid in,	-	-	266,900 00
Total present amount of funded and floating debt,	-	-	No debts.
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	82,883 72	
For graduation and masonry, paid during the past year,	-	Nothing.	
Total amount expended for graduation and masonry,	-		82,883 72
For wooden bridges, per last report,	-	3,600 03	
For wooden bridges, paid during the past year,	-	Nothing.	
Total amount expended for wooden bridges,	-		3,600 03
Total amount expended for iron bridges, (if any),	-	Nothing.	
For superstructure, including iron, per last report,	-	118,197 05	
For superstructure, including iron, paid during the past year,	-	Nothing.	
Total amount expended for superstructure, including iron,	-		118,197 05
For stations, buildings and fixtures, per last report,	-	11,454 51	
For stations, buildings and fixtures, paid during the past year,	-	Nothing.	
Total amount expended for stations, buildings and fixtures,	-		11,454 51
For land, land-damages and fences, per last report,	-	25,343 26	
For land, land-damages and fences, paid during the past year,	-	56 80	
Total amount expended for land, land-damages and fences,	-		25,400 06
For locomotives, per last report,	-		
For locomotives, paid during the past year,	-		
Total amount expended for locomotives,	-		
For passenger and baggage cars, per last report,	-		
For passenger and baggage cars, paid during the past year,	-		
Total amount expended for passenger and baggage cars,	-		
For merchandise cars, per last report,	-		
For merchandise cars paid during the past year,	-		
Total amount expended for merchandise cars,	-		

Furnished by Nashua and Lowell Railroad Company.

For engineering, per last report, - - -	\$8,249 72	
For engineering, paid during the past year, - - -	Nothing.	
Total amount expended for engineering, - - -		\$8,249 72
For agencies and other expenses, per last report, - - -	15,798 44	
For agencies and other expenses, paid during the past year, - - -	178 64	
Total amount expended for agencies and other expenses, - - -		15,977 08
Total cost of road and equipment, - - -		265,762 17
CHARACTERISTICS OF ROAD.		
Length of road, - - -	13 16-100 miles.	
Length of single main track, - - -	13 16-100 "	
Length of double main track, - - -	But one track.	
Length of branches owned by the company, stating whether they have a single or double track, - - -	No branches.	
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	4949 feet.	
Weight of rail per yard in main road, - - -	56 lbs.	
Maximum grade, with its length in main road, - - -	39 60-100 ft., 1 36-100 ms.	
Total rise and fall in main road, - - -	207 59-100 feet.	
Shortest radius of curvature, with length of curve in main road, - - -	955 and 23-100 miles.	
Total degrees of curvature in main road, - - -	612°	
Total length of straight line in main road, - - -	8 59-100 miles.	
Aggregate length of wooden truss bridges, - - -	None.	
Aggregate length of all other wooden bridges, - - -	510 feet.	
Aggregate length of iron bridges, - - -	None.	
Whole length of road unfenced on both sides, - - -	Fences are finished.	
Number of public ways crossed at grade, - - -	13	
Number of railroads crossed at grade, - - -	1	
Remarks, { The Peterborough and Shirley Railroad intersects and crosses the Stony Brook Railroad at the Groton Junction. Passenger trains do not use the crossing, and engines but rarely.		
Way stations for express trains, - - -	No express trains are run.	
Way stations for accommodation trains, - - -	4	
Flag stations, - - -	None.	
Whole number of way stations, - - -	4	
Whole number of flag stations, - - -	None.	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	23,672	
Miles run by freight trains, - - -	8,962	
Miles run by other trains, - - -	507	
Total miles run, - - -		33,141
Number of passengers carried in the cars, - - -	66,964	
Number of tons of merchandise carried in the cars, - - -	18,295	
Rate of speed adopted for accommodation trains, - - -	28 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	28 " "	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	None run.	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 miles per hour.	

MOTIVE POWER AND CARS.	
[None by this company. The road being run by the Nashua and Lowell Railroad Company.]	
INCOME DURING THE YEAR.	
[Six per cent. on the cost of the road has been received of the Nashua and Lowell Railroad Company, with \$300 in addition, being in all, \$16,236 01,]	
Total income,	\$16,236 01
DIVIDENDS.	
6 per cent. Total,	\$16,014 00
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
Roads and bridges,	Nothing.
Buildings,	Nothing.
Engines and cars,	None owned.

The Stony Brook Railroad is leased to the Nashua and Lowell Railroad Company, by a written lease, a copy of which accompanied the Return for the year 1848. In consequence of which we are unable to return many of the facts required by law. The facts stated above, under the head of "Doings for the Year," are derived from the books of said Company, or from persons employed by them.

The following casualties have occurred upon this road during the past year, viz. :—

John H. Smith, conductor of freight train, was thrown off the train, by coming in contact with a bridge in Littleton, *September 24*, 1851, and instantly killed. No reason is known for his being upon the top of the train, at the time.

On the 13th *November*, 1851, Simon Frawley, contrary to the orders of his overseer, jumped from a gravel train, upon which he was engaged, and fell under a car, which passed over him, causing his death in about ten hours.

TAPPAN WENTWORTH,
JOHN WRIGHT,
JOHN W. P. ABBOT,
ZIBA GAY,
SEWALL G. MACK,
WILLIAM A. BURKE.

Lowell, December 20, 1851.

MIDDLESEX, ss. *December 20, 1851.* Then personally appeared the above-named Tappan Wentworth, John Wright, John W. P. Abbot, Ziba Gay, Sewall G. Mack, and William A. Burke, and severally acknowledged the foregoing Report to be true, according to their best knowledge and belief. Before me,

JAS. G. CARNEY, *Notary Public.*

EIGHTH ANNUAL REPORT

OF THE

STOUGHTON BRANCH RAILROAD COMPANY.

Return of the Stoughton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$90,000 00
Increase of capital since last report, - - - - -	Nothing.	
Capital paid in per last report, - - - - -	\$85,400 00	
Capital paid in since last report, - - - - -	Nothing.	
Total amount of capital stock paid in, - - - - -		85,400 00
Funded debt, per last report, - - - - -	3,753 54	
Funded debt, paid since last report, - - - - -	3,053 54	
Funded debt, increase of, since last report, - - - - -	Nothing.	
Total present amount of funded debt, - - - - -		700 00
Floating debt, per last report, - - - - -	Nothing.	
Floating debt paid since last report, - - - - -	do	
Floating debt, increase of, since last report, - - - - -	do	
Total present amount of floating debt, - - - - -	do	
Total present amount of funded and floating debt, - - - - -		700 00
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - - ; February, \$3,753 54; March, \$3,753 54; April, \$3,753 54; May, \$ - - - - - ; June, \$3,753 54; July, \$3,753 54; August, \$3,753 54; September, \$ - - - - - ; October, 700; November, \$700; December, \$700.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	38,401 98	
For graduation and masonry paid during the past year, - - - - -	Nothing.	
Total amount expended for graduation and masonry, - - - - -		38,401 98
For wooden bridges, per last report, - - - - -	850 00	
For wooden bridges paid during the past year, - - - - -	Nothing.	
Total amount expended for wooden bridges, - - - - -		850 00
Total amount expended for iron bridges, (if any,) - - - - -	Nothing.	
For superstructure, including iron, per last report, - - - - -	30,075 95	
For superstructure, including iron, paid during the past year, - - - - -	Nothing.	
Total amount expended for superstructure, including iron, - - - - -		30,075 95
For stations, buildings and fixtures, per last report, - - - - -	12,272 35	
For stations, buildings and fixtures, paid during the past year, - - - - -	Nothing.	
Total amount expended for stations, buildings and fixtures, - - - - -		12,272 35
For land, land-damages and fences, per last report, - - - - -	8,945 51	
For land land-damages and fences, paid during the past year, - - - - -	Nothing.	

Total amount expended for land, land-damages and fences, - - - - -	\$6,945 \$1
For locomotives, per last report, - - - - -	
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, - - - - -	
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	
For engineering, per last report, - - - - -	\$2,887 50
For engineering, paid during the past year, - - - - -	Nothing.
Total amount expended for engineering, - - - - -	2,887 50
For agencies and other expenses, per last report, - - - - -	Nothing.
For agencies and other expenses, paid during the past year, - - - - -	do
Total amount expended for agencies and other expenses, - - - - -	do
Total cost of road and equipment, - - - - -	93,438 39

Owned and run by Boston and Providence Railroad Corporation.

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	4 miles 222 feet.
Length of single main track, - - - - -	do do
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	2,669 feet.
Weight of rail per yard in main road, - - - - -	56 pounds.
Weight of rail per yard in branch roads, - - - - -	None.
Maximum grade, with its length in main road, - - - - -	46 ft. per mile for 740 ft.
Maximum grade, with its length in branch roads, - - - - -	None.
Total rise and fall in main road, - - - - -	135 50-100 feet.
Total rise and fall in branch roads, - - - - -	None.
Shortest radius of curvature, with length of curve in main road, - - - - -	1080 ft. radius; length of curvature 682 ft.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	None.
Total degrees of curvature in main road, - - - - -	172
Total degrees of curvature in branch roads, - - - - -	None.
Total length of straight line in main road, - - - - -	2 miles 207 feet.
Total length of straight line in branches, - - - - -	Nothing.
Aggregate length of wooden truss bridges, - - - - -	50 feet 6 inches.
Aggregate length of all other wooden bridges, - - - - -	None.
Aggregate length of iron bridges, - - - - -	do
Whole length of road unfenced on both sides, - - - - -	do
Number of public ways crossed at grade, - - - - -	4
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	No accidents on road.
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	3
Flag stations, - - - - -	None.
Whole number of way stations, - - - - -	3
Whole number of flag stations, - - - - -	None.

DOINGS DURING ELEVEN MONTHS.	
Miles run by passenger trains, [11 months,]	4,591
Miles run by freight trains, [11 months,]	4,591
Miles run by other trains, - - -	232
Total miles run, - - -	4,823
Number of passengers carried in the cars, [11 mo's.	43,524
Number of passengers carried one mile, - do	123,460
Number of tons of merchandise carried in the cars, [11 months, - - -	12,138
Number of tons of merchandise carried one mile, [11 months, - - -	2,192
Number of passengers carried one mile, to and from other roads, [11 months, - - -	109,595
Number of tons carried one mile, to and from other roads, - - -	25,021
Rate of speed adopted for express passenger trains, including stops, - - -	None.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	do
Rate of speed adopted for accommodation trains, - - -	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	20 do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	20 do do
Estimated weight in tons (of passenger cars, (not including passengers,) hauled one mile. - - -	Owned and operated by Boston and Prov. R. R. Co.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	
EXPENDITURES FOR WORKING THE ROAD.	
[Operated by the Boston and Providence Railroad Corporation.]	
MOTIVE POWER AND CARS.	
[Furnished by Boston and Providence Railroad Co.]	
MISCELLANEOUS.	
For fuel used by engines during the year, viz. :	Paid by Boston and Prov. Railroad Co.
Wood, - - - - -	
Coal, - - - - -	
For oil used by cars and engines, - - - - -	
For waste and other material for cleaning, - - - - -	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	
For gratuities and damages, - - - - -	
Insurance, [Buildings insured for 7 years; paid 3 years since. Taxes paid by B. & P. R. R. Co.] - - - - -	
For ferries, - - - - -	None.
For interest, - - - - -	5 44
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston & Providence Railroad Corporation,] - - - - -	15,580 59
For amount paid [Boston & Prov. Railroad Co. for working our road,] - - - - -	4,000 00

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - - -	\$273 75	
Total expenditures for working the road, - - -		\$19,859 78
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned by company, - - - - -	469 25	
2. To and from other roads, specifying what, - [Boston & Providence, - - - - -]	13,207 83	
<i>For freight:—</i>		
1. On main road and branches owned by com- pany, - - - - -	115 66	
2. To and from other connecting roads, - - - [Boston & Providence, - - - - -]	12,023 05	
Total income, - - - - -		25,815 79
Net earnings after deducting expenses, [being the amount applied to a dividend of two per cent. paid July, 1851, and also applicable to dividend, De- cember 1, 1851,] - - - - -		5,956 01
DIVIDENDS.		
2 per cent. Total, [Six months paid July, 1851,] -		1,708 00
Surplus not divided, - - - - -	4,248 01	
Surplus last year, - - - - -	3,220 23	
Total surplus, - - - - -		7,468 24
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.:		
Road and bridges, - - - - -	-	Kept in repair by B. and P.
Buildings, - - - - -	-	Railroad Co.
Engines and cars, - - - - -	-	

F. W. LINCOLN,
GEO. B. CARY,
NATHL. MORTON,
OAKES AMES,
LYMAN KINSLEY.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss., *Boston*. On this twenty-seventh day of December, A. D., one thousand eight hundred and fifty-one, personally appeared F. W. Lincoln, Geo. B. Cary, Nath'l Morton, Oakes Ames, and Lyman Kinsley, Directors of the Stoughton Branch Railroad, who being duly sworn, did on their oaths declare that the foregoing return of the Stoughton Branch Railroad, by them signed, is true, according to the best of their knowledge and belief.

Before me, CHARLES HAYWARD, *Justice of the Peace*.

SEVENTEENTH ANNUAL REPORT

OF THE

TAUNTON BRANCH RAILROAD CORPORATION.

Return of the Taunton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$250,000 00
Capital paid in per last report, - - - - -	\$250,000 00	
Total amount of capital stock paid in, - - - - -		250,000 00
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	89,855 38	
Total amount expended for graduation and masonry, - - - - -		89,855 38
For superstructure, including iron, per last report, - - - - -	92,248 56	
Total amount expended for superstructure, including iron, - - - - -		92,248 56
For stations buildings and fixtures, per last report, - - - - -	47,056 49	
Total amount expended for stations, buildings and fixtures, - - - - -		47,056 49
For land, land-damages and fences, per last report, - - - - -	30,728 88	
Total amount expended for land, land-damages and fences, - - - - -		30,728 88
For locomotives, per last report, - - - - -	16,383 67	
Total amount expended for locomotives, - - - - -		16,383 67
For passenger and baggage cars, per last report, - - - - -	8,427 37	
Total amount expended for passenger and baggage cars, - - - - -		8,427 37
For merchandise cars, per last report, - - - - -	8,896 67	
Total amount expended for merchandise cars, - - - - -		8,896 67
For engineering, per last report, - - - - -	13,539 27	
Total amount expended for engineering, - - - - -		13,539 27
Total cost of road and equipment, - - - - -		307,136 29
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -	11 1-10 miles.	
Length of single main track, - - - - -	11 1-10 "	
Length of double main track, - - - - -	None.	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	3000 feet, single track.	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	5046 feet.	
Weight of rail per yard in main road, - - - - -	58 lbs.	
Weight of rail per yard in branch roads, - - - - -	57 lbs.	
Maximum grade, with its length in main road, - - - - -	29 feet in 3000.	
Maximum grade, with its length in branch roads, - - - - -	35 feet per mile, 400 feet.	
Total rise and fall in main road, - - - - -	123 feet.	
Total rise and fall in branch roads, - - - - -	9 feet descent.	

Shortest radius of curvature, with length of curve in main road, - - -	800 feet in 1000.
Shortest radius of curvature, with length of curve in branch roads, - - -	250°, 300 feet.
Total degrees of curvature in main road, - - -	70°.
Total degrees of curvature in branch roads, - - -	Line follows centre of high-
Total length of straight line in main road, - - -	11 miles. [way.
Total length of straight line in branches, - - -	2200 feet.
Aggregate length of wooden truss bridges, - - -	None.
Aggregate length of all other wooden bridges, - - -	do
Aggregate length of iron bridges, - - -	do
Whole length of road unfenced on both sides, - - -	1650 feet.
Number of public ways crossed at grade, - - -	19
Number of railroads crossed at grade, - - -	None.
Way stations for express trains, - - -	do
Way stations for accommodation trains, - - -	3
Flag stations, - - -	None.
Whole number of way stations, - - -	3
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	19,602	
Miles run by freight trains, - - -	7,348	
Miles run by other trains, - - -	1,090	
Total miles run, - - -		28,040
Number of passengers carried in the cars, - - -	126,400	
Number of passengers carried one mile, - - -	1,346,821	
Number of tons of merchandise carried in the cars, - - -	43,093 tons, 1300 lbs.	
Number of tons of merchandise carried one mile, - - -	446,937 " 1371 "	
Number of passengers carried one mile, to and from other roads, - - -	1,273,689	
Number of tons carried one mile, to and from other roads, - - -	425,812 " 1329 "	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	22 miles per hour.	
Rate of speed adopted for accommodation trains, - - -	22 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 " "	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	14 " "	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	996,212	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	993,782	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$5,172 56	
For renewals of iron, including laying down, - - -	1,819 58	
For wages of switchmen, average per mo., \$35 00	684 17	For }
For wages of watchmen, average per mo., \$28 17		
Number of men employed, exclusive of those engaged in construction, - - -	97	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	1,425 45	
Total for maintenance of way, - - -		\$9,101 76

MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	\$3,067 10	
For repairs of passenger cars, - - -	2,212 84	
For new passenger cars to cover depreciation, - - -	891 62	
For repairs of merchandise cars, - - -	1,686 99	
For new merchandise cars to cover depreciation, - - -	1,312 90	
Total for maintenance of motive power and cars, - - -		\$9,171 45
Number of engines, - - -	5	
Number of passenger cars, - - -	13	
Number of baggage cars, - - -	7	
Number of merchandise cars, - - -	96	
Number of gravel cars, - - -	6	
MISCELLANEOUS.		
For fuel used by engines [stationary engines, stations, &c.,] during the year, viz. :		
Wood, - - -	6,401 50	
Coal, - - -		
For oil used by cars and engines, - - -	993 56	
For waste and other material for cleaning, - - -		
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	3,204 06	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	4,750 51	
For gratuities and damages, - - -	377 72	
For taxes and insurance, - - -	231 91	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	856 29	
For amount paid other companies, in tolls, for passengers, and freight carried on their roads, specifying each company, [Boston and Providence, - - -	58,321 30	
For amount paid other companies, as rent for use of their roads, specifying each company, - - -		
[New Bedford and Taunton, - - -	7,748 29	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	3,132 75	
Total miscellaneous, - - -		86,017 89
Total expenditures for working the road, - - -		104,291 10
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by company, - - -	2,027 95	
2. To and from other roads, specifying what, - - -		
[New Bedford and Taunton, \$38,670 41		
[Boston, and Providence, 37,145 09		
<i>For Freight :—</i>	75,815 50	
1. On main road and branches owned by company, - - -	989 31	
2. To and from other connecting roads, - - -	50,272 64	
U. S. mails, - - -	1,113 96	
[Interest, - - -	1,073 30	
Total Income, - - -		131,292 66
Net earnings, after deducting expenses, - - -		27,001 56

DIVIDENDS.					
8 per cent. Total,	-	-	-	-	\$20,000 00
Surplus not divided,	-	-	-	-	\$7,001 56
Surplus last year, -	-	-	-	-	31,974 90
Total surplus,	-	-	-	-	38,976 46

The Ware Branch has been extinguished.

March 25. Henry Gray, laborer at freight depot, fell from a car, was run over by locomotive and killed.

August 18. Mrs. Davis, while walking on the track, was struck by the locomotive and killed.

The cars and engines, together with the machine shops, car and engine houses at Taunton, with the exception of the original engine house, are owned by this corporation, in common with the New Bedford and Taunton Railroad Corporation, in the proportion of the length of their respective roads; and the two railroads are operated at the joint expense, in the same proportion.

WM. A. CROCKER,
THOMAS B. WALES,
SAM. FROTHINGHAM,
FITZHENRY HOMER,

Directors.

Boston, December 29, 1851.

SUFFOLK, ss. *Boston, December 29, 1851.* Personally appeared the above-named W. A. Crocker, T. B. Wales, S. Frothingham and Fitzhenry Homer, and made oath that the foregoing report was true, according to the best of their knowledge and belief.

Before me,

E. PICKERING, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

TROY AND GREENFIELD RAILROAD COMPANY.

Return of the Troy and Greenfield Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$354,900 00
Increase of capital since last report, - - - - -	\$50,000 00	
Capital paid in per last report, - - - [About	3,000 00	
Capital paid in since last report, - - - - -	53,592 21	
Total amount of capital stock paid in, - - - - -		56,592 21
Funded debt, increase of, since last report, [Bonds		
in payment of construction,] - - - - -	8,500 00	
Total present amount of funded debt, - - - - -		8,500 00
Floating debt per last re-		
port, - - - - -		
Floating debt paid since [Floating debt, - - - - -	13,610 20	
last report, - - - - - [Deduct assets, notes on		
hand, - - - - -	13,002 42	
Floating debt, increase of, - - - - -		
since last report, - - - - -		
Total present amount of floating debt, - - - - -	607 78	
Total present amount of funded and floating debt, - - - - -		9,107 78
Average rate of interest per annum paid during the		
year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the		
year, - - - - -		
[Our debt has only been known since the rendition		
of old accounts and claims, during the months of		
November and December, mostly.]		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, paid during the past		
year, - - - - -	44,056 64	
Total amount expended for graduation and masonry,		
[and construction,] - - - - -		44,056 64
For superstructure, paid during the past year, - - - - -	319 75	
For land, land-damages and fences, paid during the		
past year, - - - - -	1,187 24	
Total amount expended for land, land-damages and		
fences, - - - - -		1,187 24
Total amount expended for engineering, - - - - -		7,412 44
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -	42 55-100 miles.	
Maximum grade, with its length in main road, - - - - -	{ 31 68-100 feet per mile, 3	
	{ 39-100 miles.	
Total rise and fall in main road, - - - - -	{ 594 feet rise to the centre	
	{ of Tunnel, and 208 ft. fall	
	{ to State line, from thence.	

Shortest radius of curvature, with length of curve in main road, - - -	1228 feet, 850 ft. in length.
Total degrees of curvature in main road, - - -	2409° 30'
Total length of straight line in main road, - - -	22 486-1000 miles.
MISCELLANEOUS.	
For interest, - - -	\$1,007 17
Total expenditures for working the road, - - -	\$11,655 65
[Including all accounts audited. Many of the items now embraced in this account, will properly belong, and be charged to construction of road, when they are separated by a committee appointed from directors.]	

N. B. The Directors have only put that portion of their road under contract which lies between the North Adams terminus of the tunnel and the western line of Massachusetts. This portion of the road is about seven miles in length, is nearly graded, and is necessary to connect the line with the road now building from Troy, New York, to the eastern line of the last mentioned state.

On the eastern side of the Hoosic mountain the rock cutting, before the entrance of the tunnel, has been placed under contract, and the work will be prosecuted until a perpendicular face has been obtained, of a diameter sufficient to try an experiment upon the tunnel, with certain recently invented stone cutting machines.

H. CHAPMAN,
DANIEL WELLS,
CEPHAS ROOT,
JOHN PORTER,
R. H. LEAVITT,
E. G. LAMSON.

FRANKLIN, ss. *December 30, 1851.* Personally appeared Henry Chapman, Daniel Wells, Cephas Root, John Porter, R. H. Leavitt, and Ebenezer G. Lamson, and severally made oath that the within return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

DAVID WILLARD, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

VERMONT AND MASSACHUSETTS RAILROAD COMPANY.

*Return of the Vermont and Massachusetts Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [including the Greenfield Branch and Vermont portion.]	-	-	-	\$3,300,000 00
Capital paid in per last report,	-	-	-	\$2,246,449 87
Capital paid in since last report,	-	-	-	3,903 44
Total amount of capital stock paid in,	-	-	-	2,250,353 31
Funded debt, per last report,	-	-	-	1,083,800 00
Funded debt paid since last report,	-	\$14,400,	-	
[New bonds issued,	-	10,100 less	-	4,300 00
Total present amount of funded debt,	-	-	-	1,079,500 00
Floating debt, per last report,	-	-	-	41,724 73
Floating debt, increase of, since last report,	-	-	-	21,300 49
Total present amount of floating debt,	-	-	-	63,025 23
Total present amount of funded and floating debt,	-	-	-	1,142,525 23
Average rate of interest per annum paid during the year,	-	-	-	6 per cent.
Maximum amount of debt for each month during the year, viz.: January 31st, \$57,015 26; February 28th, \$44,745 26; March 31st, \$45,785 08; April 30th, \$44,057 28; May 31st, \$47,272 35; June 30th, \$80,115 73; July 31st, \$78,115 73; August 30th, \$68,571 04; September 30th, \$57,961 41; October 31st, \$51,638 81; November 29th, \$63,025 23.				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	-	1,461,148 47
Total amount expended for graduation and masonry,	-	-	-	1,461,148 47
For wooden bridges, per last report,	-	-	-	199,395 31
Total amount expended for wooden bridges,	-	-	-	199,395 31
For superstructure, including iron, per last report,	-	-	-	597,628 16
For superstructure, including iron, paid during the past year,	-	-	-	2,703 45
Total amount expended for superstructure, including iron,	-	-	-	600,331 61
For stations, buildings and fixtures, per last report,	-	-	-	117,794 65
For stations, buildings and fixtures, paid during the past year,	-	-	-	1,209 50
Total amount expended for stations, buildings and fixtures,	-	-	-	119,004 15

For land, land-damages and fences, per last report,	\$177,554 54	
For land, land-damages and fences, paid during the past year,	1,411 77	
[Less, land sold, &c.,	3,651 00	
Total amount expended for land, land-damages and fences,		\$175,315 31
For locomotives, per last report,	95,638 62	
Total amount expended for locomotives,		95,638 62
For passenger and baggage cars, per last report,	19,300 00	
For passenger and baggage cars, paid during the past year,	890 00	
Total amount expended for passenger and baggage cars,		20,190 00
For merchandise cars, per last report,	91,514 89	
Total amount expended for merchandise cars,		91,514 89
For engineering, per last report,	56,872 04	
Total amount expended for engineering,		56,872 04
For agencies and other expenses, [salaries, &c., &c., during the construction of the road,	100,241 05	
For [dividends of interest, and discount on bonds,		282,034 90
Total cost of road and equipment,		3,201,686 35
[Charged to Greenfield Branch, in addition to above,		248,318 28

CHARACTERISTICS OF ROAD.

Length of road,	69 miles.
Length of single main track,	69 "
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track,	8 miles—single track.
Aggregate length of sidings and other tracks, excepting main track and branches,	About 5½ miles.
Weight of rail per yard in main road,	56 pounds.
Weight of rail per yard in branch roads,	56 "
Maximum grade, with its length in main road,	58 feet for 1 6-10 miles.
Maximum grade, with its length in branch roads,	45 ft. per mile—3½ miles.
Total rise and fall in main road,	Rise, 808 ft.—fall, 990 ft.
Total rise and fall in branch roads,	Rise, 81 ft.—fall, 168 ft.
Shortest radius of curvature, with length of curve in main road,	1000 feet for 1900 feet, except at Grout's, where it is 924 feet for 1200 feet.
Shortest radius of curvature, with length of curve in branch roads,	1000 feet for 400 feet.
Total degrees of curvature in main road,	3314 degrees.
Total degrees of curvature in branch roads,	607 "
Total length of straight line in main road,	27½ miles.
Total length of straight line in branches,	3 9-10 miles.
Aggregate length of wooden truss bridges,	6738 feet.
Aggregate length of iron bridges,	None.
Number of public ways crossed at grade,	64
Number of railroads crossed at grade,	1
Way stations for express trains,	None.
Way stations for accommodation trains,	16
Flag stations,	2
Whole number of way stations,	16
Whole number of flag stations,	2

DOINGS DURING THE ELEVEN MONTHS.		
Miles run by passenger trains, - - -	78,721	
Miles run by freight trains, - - -	40,776	
Miles run by other trains, - - -	8,475	
Total miles run, - - -		127,972
Number of passengers carried in the cars, - -	138,381	
Number of passengers carried one mile, - -	2,504,593	
Number of tons of merchandise carried in the cars, -	93,863	164-1000
Number of tons of merchandise carried one mile, -	1,761,943	978-1000
Number of passengers carried one mile, to and from other roads, - - -	1,508,926	
Number of tons carried one mile to and from other roads, - - -	1,529,514	637-1000
Rate of speed adopted for express passenger trains, including stops, - - -	No such trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -		
Rate of speed adopted for accommodation trains, - - -	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	20 " "	
Average rate of speed adopted for freight trains including stops and detentions, - - -	15 " "	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	305,760	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	655,200	
EXPENDITURES FOR WORKING THE ROAD FOR ELEVEN MONTHS.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$17,884	78
For repairs of wooden bridges, - - -	1,220	36
For wages of switchmen, average per month, - -	\$28,	Total,
For wages of gate-keepers, average per month, - -		
For wages of signal-men, average per month, - -		
For wages of watchmen, average per month, - -		
Number of men employed, exclusive of those engaged in construction, - - -	170	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - -		54 40
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		34 50
Total for maintenance of way, - - -		21,230 34
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	\$5,113	29
For repairs of passenger cars, - - -	3,543	42
For repairs of merchandise cars, - - -	3,099	17
For repairs of gravel and other cars, - - -	180	57
Total for maintenance of motive power and cars, - -		11,936 45
Number of engines, - - -	12	
Number of passenger cars, - - -	8	
Number of baggage cars, - - -	5	

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Number of merchandise cars, - - -	144	
Number of gravel cars, - - -	25	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, - - -	\$20,581 30	
For oil used by cars and engines, - - -	2,823 89	
For waste and other material for cleaning, - - -	483 13	
For salaries, wages and incidental expenses, charge-		
able to passenger department, - - -	13,130 59	
For salaries, wages and incidental expenses, charge-		
able to freight department, - - -	13,289 82	
For damages, - - -	3,344 11	
For taxes and insurance, - - -	670 75	
For repairs of station buildings, aqueducts, fixtures,		
furniture, - - -	2,189 66	
For interest, [paid on bonds and floating debt,] - - -	65,374 78	
For salaries of president, treasurer, superintendent,		
law expenses, office expenses of the above offices,		
and all other expenses not included in any of the		
foregoing items, - - -	10,460 88	
Total miscellaneous, - - -		\$132,348 91
Total expenditures for working the road, - - -	100,140 92	
[Add interest, - - -	65,374 78	
[Total expenditures, including interest. - - -		165,515 70
INCOME DURING THE ELEVEN MONTHS.		
<i>For passengers :-</i>		
1. On main road, including branches owned by		
company, - - -		49,747 38
2. To and from other roads, specifying what, - - -		
[Fitchburg, - - -	7,359 73	
Cheshire, - - -	2,139 18	
Connecticut River, - - -	7,988 81	
Vermont Valley, - - -	6,399 80	
Fitchburg and Worcester, - - -	246 26	
		24,133 78
<i>For freight :-</i>		
1. On main road and branches owned by com-		
pany, - - -		56,181 87
2. To and from other connecting roads, - - -		
[Connecticut River, - - -	5,188 71	
Cheshire, - - -	5,592 80	
Vermont Valley, - - -	5,646 41	
Fitchburg, - - -	13,479 96	
		29,907 88
U. S. mails, - - -		4,996 75
Rents, - - -		11,711 50
[Express, - - -	2,016 63	
Tolls, - - -	631 93	
[Miscellaneous, - - -	1,290 17	
		3,938 73
Total income, for eleven months, - - -		180,617 89
Net earnings, after deducting expenses, [and inter-		
est, \$65,374 78, for eleven months,] - - -		15,102 19

The above Report is respectfully submitted, by

THOMAS WHITTEMORE,
JOSEPH GOODHUE,
JOHN J. SWIFT,
JAMES ELLISON,

Directors.

MASSACHUSETTS. SUFFOLK, ss. *December 30, 1851.* Then the said Thomas Whittemore, Joseph Goodhue, John J. Swift, and James Ellison, personally appeared, and severally made oath, that the above Return, by them subscribed, is true, according to their best knowledge and belief.

STEPHEN FAIRBANKS, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
WARE RIVER RAILROAD CORPORATION.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts :

In compliance with the provisions of law, the undersigned, directors of the Ware River Railroad Corporation, respectfully submit their first annual report.

The directors, owing to the constantly depressed state of the money market, and the unfavorable light in which all railroad securities have, during the past year, been viewed by capitalists, have not deemed it either wise or prudent to take any very active or final steps towards the construction or completion of their road.

They have organized under their charter, and have, with a view to a location, caused a preliminary survey of the two first sections of their road, extending from Palmer depot to Barre, to be made. This portion of the road, embracing twenty-five miles, was found exceedingly favorable, both as to grades and curvatures, and cost of construction, and they feel confident in the assurance, that the road can be built within the sum estimated, viz., \$15,000 per mile, including all cost and expenses, save its equipment, and by responsible contractors, who would be willing to receive a large portion of their pay, say from one third to one half, in the stock of the road at its par value.

No assessment has been made on the stock as yet subscribed, and no strong efforts have been made to procure a large subscription, with a view to its construction, but the directors still continue confident in the hope of the ultimate success of the road.

Respectfully submitted,

ARTEMAS LEE,
GEO. WILLIAMS,
JOHN SMITH,
WILLIAM MIXTER,
GEO. H. GILBERT,
CHAS. A STEVENS,
A. L. DEVENS.

Ware, December 23, 1851.

HAMPSHIRE, ss. *December 23, 1851.* Then personally appeared before me, Artemas Lee, Geo. Williams, John Smith, William Mixer, Geo. H. Gilbert, Chas. A. Stevens and A. L. Devens, and made oath that the foregoing report, by them subscribed, was true, according to their best knowledge and belief.

JOEL RICE, *Justice of the Peace.*

SIXTEENTH ANNUAL REPORT
OF THE
WESTERN RAILROAD CORPORATION.

*Return of the Western Railroad, under the Act of May 1, 1849, chap. 191.
For the year ending November 30, 1851.*

Capital stock, - - - -		\$6,500,000 00
Capital paid in per last report, - - - -	\$5,150,000 00	
Total amount of capital stock paid in, - - - -		5,150,000 00
Funded debt, per last report, - - - -	5,319,520 00	
Maximum amount of debt for each month during * the year, viz.: January, \$92,500; February, \$62,500; March, \$62,500; April, \$52,500; May, \$47,500; June, \$62,500; July, \$50,000; August, \$50,000; September, \$40,000; October, \$30,000; November, None.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - -	3,464,661 38	
Total amount expended for graduation and masonry, - - - -		3,464,661 38
For wooden bridges, per last report, - - - -	231,996 26	
Total amount expended for wooden bridges, - - - -		231,996 26
For superstructure, including iron, per last report, - - - -	1,571,902 41	
Total amount expended for superstructure, including iron, - - - -		1,571,902 41
For stations, buildings and fixtures, per last report, - - - -	357,097 07	
Total amount expended for stations, buildings and fixtures, - - - -		357,097 07
For land, land-damages and fences, per last report, - - - -	294,020 70	
For land, land-damages and fences, paid during the past year, [less lands sold,] - - - -	3,950 00	
Total amount expended for land, land-damages and fences, - - - -		290,070 70
For locomotives per last report, - - - -	362,000 00	
For locomotives, paid during the past year, [less \$6,000, - - - -	6,000 00	
Total amount expended for locomotives, - - - -		356,000 00
For passenger and baggage cars per last report, - - - -	73,544 55	
Total amount expended for passenger and baggage cars, - - - -		73,544 55
For merchandise cars, per last report, - - - -	487,043 42	
Total amount expended for merchandise cars, - - - -		487,043 42
For engineering, per last report, - - - -	171,390 63	
Total amount expended for engineering, - - - -		171,390 63
For agencies and other expenses, per last report, - - - -	1,019,157 41	

Total amount expended for agencies and other expenses, - - - - -	\$1,019,157 41
Total cost of road and equipment, - - - - -	9,953,758 84

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	155 miles 2124 feet.
Length of single main track, - - - - -	W. R. R. 117 miles 804 ft.
Length of double main track, - - - - -	A. & W. S. 38 ms. 1320 ft.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	102.1370 miles.
Weight of rail per yard in main road, - - - - -	53.754 "
Maximum grade, with its length in main road, - - - - -	8½ miles.
Total rise and fall in main road, - - - - -	56½ and 70 lbs.
Shortest radius of curvature, with length of curve in main road, - - - - -	83 feet, 1½ miles.
Total degrees of curvature in main road, - - - - -	2085 feet.
Total length of straight line in main road, - - - - -	882 feet, 490 feet long.
Aggregate length of wooden truss bridges, - - - - -	6370 feet.
Number of public ways crossed at grade, - - - - -	62 935-1000 miles.
Number of railroads crossed at grade, - - - - -	6092½ feet.
Way stations for express trains, - - - - -	111.
Way stations for accommodation trains, - - - - -	1
Flag stations, - - - - -	1. West Brookfield.
Whole number of way stations, - - - - -	32
Whole number of flag stations, - - - - -	3

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - - -	270,926
Miles run by freight trains, - - - - -	459,323
Miles run by other trains, - - - - -	44,360
Total miles run, - - - - -	774,609
Number of passengers carried in the cars, - - - - -	479,905
Number of passengers carried one mile, - - - - -	22,582,614
Number of tons of merchandise carried in the cars, - - - - -	250,766
Number of tons of merchandise carried one mile, - - - - -	23,304,050
Number of passengers carried one mile, to and from other roads, - - - - -	11,555,344
Number of tons carried one mile, to and from other roads, - - - - -	16,660,767
Rate of speed adopted for express passenger trains including stops, - - - - -	35 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	37 " "
Rate of speed adopted for accommodation trains, - - - - -	28 miles between Worcester and Springfield.
Average rate of speed adopted for freight trains, including stops and detentions, - - - - -	22 miles, between Springfield and Albany.
	15 miles per hour.

EXPENDITURES FOR WORKING THE ROAD.

[For repairs of Albany and W. S. Railroad, - - - - -	20,470 98
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - - - -	34,963 64
For repairs of wooden bridges, - - - - -	12,072 89

For renewals of iron, including laying down, -	\$32,300 33	
For wages of switchmen, average per month, \$26		
For wages of gate-keepers, average per month, \$20		
For wages of watchmen, average per month, \$30		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	2,911 48	
Total for maintenance of way, - - -		\$122,719 32

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	42,949 96	
For repairs of passenger cars, - - -	17,258 40	
For repairs of merchandise cars, - - -	52,811 64	
Total for maintenance of motive power and cars, -		107,020 00
Number of engines, - - -	59	
Number of passenger cars, - - -	41	
Number of baggage cars, - - -	15	
Number of merchandise cars, - - -	856	
Number of gravel cars, - - -	50	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, - - - - \$121,540 76		
Coal, - - - - 4,601 13	126,141 89	
For oil used by cars and engines, - - -	16,636 87	
For waste and other material for cleaning, - - -	2,736 92	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	144,441 36	
For salaries, wages and incidental expenses, chargeable to freight department, - - -		
For gratuities and damages, - - -	11,464 59	
For taxes and insurance, - - -	6,138 46	
For ferries, - - -	3,063 45	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	12,118 03	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	27,883 58	
Total miscellaneous, - - -		356,698 85
Total expenditures for working the road, - - -		597,756 20

INCOME DURING THE YEAR.*For passengers:—*

1. On main road, including branches owned by company, - - -
2. To and from other roads, specifying what, - - -

For freight:—

1. On main road and branches owned by company, -	603,207 05	
2. To and from other connecting roads, - - -		
U. S. Mails, - - -	248,246 46	
Rents, [and other sources,] - - -	466,116 46	
Total income, - - -	22,518 92	
	13,805 74	
		1,353,894 63
Net earnings, after deducting expenses, - - -		756,138 43

DIVIDENDS.					
Interest, -	-	-	-	-	\$282,548 93
8 per cent. Total,	-	-	-	-	412,000 00
Surplus not divided,*	-	-	-	-	6,091 82
Surplus last year, -	-	-	-	-	122,029 69
Total surplus, -	-	-	-	-	\$128,121 59

A record of fatal Accidents which have occurred on the Western Railroad, between December 1st, 1850, and November 30th, 1851.

December 9, 1850.—Rufus B. Fitts, of Warren, was crossing the track at Worcester, his foot slipped, and he fell backwards; he was struck by the cow-catcher of the engine attached to the express trains up, which injured him so much that he died the same night.

May 19, 1851.—Michael Donovan of Stoneville, was lying asleep on the track at Worcester (believed to be drunk); the engine, attached to the night train up, ran over him, killing him instantly.

May 22.—Whiting Sheldon, who was in his wagon racing with others, endeavored to cross the track, about a mile west of Wilbraham; not minding the approaching freight train up, (from the east) his horse cleared the track, but the engine struck his wagon, crushing it to pieces; running over him, he was instantly killed.

July 2.—Denis McCarthy, employed on a gravel train, in endeavoring to jump on after the train had started, fell between the cars. One of the loaded cars ran over him, cutting off both legs; he died the same night. This occurred coming down the grade at Springfield.

July 18.—Moses Adams, (83 years of age) deaf, and partially blind, was crossing the track at East Brookfield, in his wagon, did not perceive the morning passenger train from Springfield was close upon him; before he could clear the track, the cow-catcher struck his wagon, breaking it to pieces, and throwing Mr. Adams with great violence on the side of the road, injuring him internally so much that he died the next day.

September 13.—Mrs. Fuller, an old lady and deaf, was crossing the track at Dalton, for a pail of water, and did not see that the afternoon passenger train from Springfield was approaching; the engine run over her, and she was instantly killed.

November 7.—John P. Daverger, of Brookfield was lying on the track asleep, as was supposed, when the night express train from Springfield run over him, killing him instantly. It was reported that he had been drinking considerably during the evening.

* The "Surplus not divided," is the balance of earnings, after taking therefrom the amount of the annual contribution to the two sinking funds, (\$50,000) and \$5,497 68, for loss on Pittsfield and North Adams Railroad.

W. MERITT,
EDWARD AUSTIN,
JOSIAH STICKNEY,
WHITING GRISWOLD,
EDWARD L. KEYES,
J. S. C. KNOWLTON,
GEO. H. KUHN,
MYRON LAWRENCE,

Directors.

W. R. R. Office, Springfield, December 25, 1851.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 30, 1851.*

Sworn to before me,

ELLIS GRAY LORING, *Justice of the Peace.*

REPORT OF THE COMMISSIONERS OF THE SINKING FUND OF THE
WESTERN RAILROAD.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts:—

The Commissioners of the Sinking Fund of the Western Railroad Corporation, in compliance with the directions of the statute of March 13, 1839, have the honor respectfully to submit the following report of their proceedings for the past year; also the amount and condition of the said fund and the income of the several parts thereof,

The amount of the fund on the 31st December, 1850, as per commissioners' report of that date, was - - - - - \$609,083 00

There has been received during the year,—

Interest and dividends, - - - - - \$35,553 69

Contribution from Western R. R. Corporation, 40,000 00

75,553 69

\$684,636 69

INVESTMENTS.

Cash on hand, - - - - - \$17,335 02

Notes and mortgages, - - - - - 250,672 89

Notes with collateral security, - - - - - 39,000 00

WESTERN RAILROAD.

Boston and Providence Railroad stock, 145 shares, - -	14,437 00
Boston and Worcester " " 250 " - -	27,397 67
Boston and Lowell " " 44 " - -	26,298 75
Massachusetts sterling fives, £6,200, - - - -	28,957 49
Pittsfield and North Adams Railroad stock, 205 shares, -	20,045 50
Charlestown City note, - - - - -	12,000 00
Boston and Worcester Railroad bonds, \$221,000, - -	221,000 00
Notes receivable, - - - - -	27,400 00
Due from H. W. Nelson and others, - - - -	92 37
	<hr/>
	\$684,636 69

INTEREST AND DIVIDENDS ACCRUED TO DATE.

2 months' interest on notes secured by mortgage, - -	\$2,506 72
\$3 per share, on 145 shares Providence Railroad, - -	435 00
\$3 50 " 250 " Boston & Worcester Railroad, - -	875 00
\$20 " 44 " Lowell Railroad, - - -	880 00
\$3 " 205 " Pittsfield and N. Adams R. R. - -	615 00
3 months' interest accrued on £6,200 sterling fives, - -	372 00
2 " " " " City of Charlestown note, -	120 00
6 " " " " \$221,000 Boston & Worcester Railroad bonds, at 6 per ct., -	6,630 00
2 " " on notes since last payment of interest, -	414 00
	<hr/>
	\$12,847 72

RECAPITULATION.

Investments, - - - - -	\$684,636 69
Interest and dividends accrued to date, - - - -	12,847 72
Interest due and unpaid, - - - - -	555 00
	<hr/>
Total value, December 31, 1851, - - - -	\$698,039 41

The above-mentioned dividends on the Railroad stocks and interest on the bonds have been paid and the money re-invested.

Respectfully submitted,

CHARLES B. HALL,
STEPHEN FAIRBANKS, ¹

Commissioners.

Boston, January 16, 1852.

FOURTEENTH ANNUAL REPORT
OF THE
WEST STOCKBRIDGE RAILROAD COMPANY.

Return of the West Stockbridge Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$39,600 00
Capital paid in per last report, - - - - -	\$39,600 00	
Total amount of capital stock paid in, - - - - -		39,600 00
Total present amount of funded and floating debt, - - - - -	No debts.	
COST OF ROAD AND EQUIPMENT.		
Total cost of road and equipment, - - - - -		41,516 29
CHARACTERISTICS OF ROAD.		
Length of road, - - - - -	24 miles.	
Length of single main track, - - - - -	Same.	
Length of double main track, - - - - -	None.	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	do	
Weight of rail per yard in main road, - - - - -	53 pounds.	
Number of public ways crossed at grade, - - - - -	4	
Whole number of way stations, - - - - -	None.	
Whole number of flag stations, - - - - -	do	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - - - -	4,438	
Miles run by freight trains, - - - - -	588	
Miles run by other trains, - - - - -	2,793	
Total miles run, - - - - -		7,819
MOTIVE POWER AND CARS.		
[No locomotives or cars owned by the Corporation.]		
MISCELLANEOUS.		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -		21 35
INCOME DURING THE YEAR.		
Rents, - - - - -	1,762 66	
Total income, - - - - -	Same.	
Net earnings, after deducting expenses, - - - - -		1,741 31
DIVIDENDS.		
4½ per cent. Total, - - - - -	1,683 00	
Surplus not divided, - - - - -	58 31	
Surplus last year, - - - - -	136 72	
Total surplus, - - - - -	195 03	

The within being the Fourteenth Annual Report of the West Stockbridge Railroad Corporation, is respectfully submitted by the undersigned.

SYLVESTER SPENCER,
HENRY W. TUFT,
THOMAS CONE,
SEDGWICK S. COLE,
WILLIAM JONES,

Directors.

December 31, 1851.

BERKSHIRE, SS., *December 31, 1851.* Then personally appeared the above-named Henry W. Tuft and Thomas Cone, and this day came the said Sylvester Spencer, William Jones, and Sedgwick S. Cole, and made oath that the within return by them subscribed is true, according to the best of their knowledge and belief, January 1, 1852.

Before me,

GEO. W. KRIFFIN, *Justice of the Peace*

SEVENTH ANNUAL REPORT

OF THE

WORCESTER AND NASHUA RAILROAD COMPANY.

*Return of the Worcester and Nashua Railroad, under the Act of May 1, 1849,
chap. 191. For the year ending November 30, 1851.*

Capital stock, - - - - -	\$1,800,000 00
Increase of capital since last report, - - - - -	300,000 00
Capital paid in per last report, - - - - -	\$969,659 77
Capital paid in since last report, - - - - -	153,614 53
[Deduct proceeds forfeited, stock and sundry items transferred to construction, - - - - -]	1,123,274 30 83,382 63
Total amount of capital stock paid in, - - - - -	1,039,891 67
Funded debt, per last report, - - - - -	308,000 00
Funded debt paid since last report, - - - - -	138,000 00
Total present amount of funded debt, - - - - -	230,000 00
Floating debt, per last report, - - - - -	49,587 51
Floating debt, paid since last report, - - - - -	17,341 73
Total present amount of floating debt, - - - - -	32,245 78
Total present amount of funded and floating debt, - - - - -	262,245 78
Maximum amount of debt for each month during the year, viz.: January, 1851, \$419,565 67; Feb- ruary, \$414,305 82; March, \$409,692 14; April, \$408,965 45; May, \$418,212 61; June, \$407,958 56; July, \$355,983 60; August, \$329,243 29; September, \$275,729 25; October, \$269,725 38; November, \$262,245 78; December, 1850, \$419, 369 84.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	432,506 85
For graduation and masonry paid during the past year, - - - - -	1,285 37
Total amount expended for graduation and masonry, - - - - -	433,792 22
For wooden bridges, per last report, - - - - -	12,335 35
Total amount expended for wooden bridges, - - - - -	12,335 35
For superstructure, including iron, per last report, - - - - -	430,424 49
For superstructure, including iron, paid during the past year, - - - - -	4,669 30
Total amount expended for superstructure, including iron, - - - - -	435,093 79
For stations, buildings and fixtures, per last report, - - - - -	61,769 09
For stations, buildings and fixtures, paid during the past year, - - - - -	1,964 46
Total amount expended for stations, buildings and fixtures, - - - - -	63,733 55

210 WORCESTER AND NASHUA RAILROAD.

For land, land-damages and fences, per last report,	\$189,985 02	
For land, land-damages and fences, paid during the past year,	3,927 80	
Total amount expended for land land-damages and fences,		\$193,912 82
For locomotives, per last report,	50,410 43	
For locomotives, paid during the past year,	1,238 43	
Total amount expended for locomotives,		51,648 86
For passenger and baggage cars, per last report,	17,612 71	
Total amount expended for passenger and baggage cars,		17,612 71
For merchandise cars, per last report,	48,800 81	
For merchandise cars, paid during the past year,	11,695 00	
Total amount expended for merchandise cars,		60,495 81
For engineering, [and other expenses,] per last report,	156,352 91	
For engineering, [and other expenses,] paid during the past year,	2,000 20	
[Deduct net earnings, to June, 1850, and proceeds of forfeited stock,	158,353 11	
Total amount expended for engineering, [and other expenses,	127,414 21	
Total cost of road and equipment,		30,938 90
		1,309,564 01
CHARACTERISTICS OF ROAD.		
Length of road,	45 69-100 miles.	
Length of single main track,	45 69-100 "	
Aggregate length of sidings and other tracks, excepting main tracks and branches,	5 156-5280 miles.	
Weight of rail per yard in main road,	57½ lbs.	
	48 48-100 feet for 3 44-100 miles, except terminus at Worcester, 52 8-10 feet for 800 feet, and at Nashua, 49 632-1000 feet for 3100 feet.	
Maximum grade, with its length in main road,	1151 31-100 feet.	
Total rise and fall in main road,	1146 feet for 86-100ths of a mile, except curve at Groton Centre, and terminus at Worcester.	
Shortest radius of curvature, with length of curve in main road,	2110° 47'	
Total degrees of curvature in main road,	31 miles.	
Total length of straight line in main road,	559 feet.	
Aggregate length of wooden truss bridges,	335 "	
Aggregate length of all other wooden bridges,	50 "	
Number of public ways crossed at grade,	3	
Number of railroads crossed at grade,	13	
Whole number of way stations,	2	
Whole number of flag stations,		
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	87,753	
Miles run by freight trains,	37,326	
Miles run by other trains,	2,710	
Total miles run,		127,789
Number of passengers carried in the cars,	186,301	
Number of passengers carried one mile,	2,809,001	

Number of tons of merchandise carried in the cars,	73,901	
Number of tons of merchandise carried one mile, -	2,111,960	
Number of tons carried one mile, to and from other roads, - - - - -	981,447	
Rate of speed adopted for accommodation trains, -	23 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	Speed varies from 23 to 30 miles per hour, including stops, according to necessity of waiting for trains of various roads, and making connections with trains of other roads.	
Average rate of speed actually attained by special trains, including stops and detentions, -		
Average rate of speed adopted for freight trains, including stops and detentions, - - - - -	10 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	2,470,964	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	3,033,111*	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$8,994 97	
For repairs of wooden bridges, - - - - -	88 90	
For wages of switchmen, average per month, \$	Total,	
For wages of gate-keepers, average per month, \$		
For wages of signal-men, average per month, \$		
For wages of watchmen, average per month, \$		1,972 39
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - - - -	156 17	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	44 04	
Total for maintenance of way, - - - - -		\$10,216 87
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - - -	7,355 69	
For repairs of passenger cars, - - - - -	2,008 69	
For repairs of merchandise cars, - - - - -	1,795 62	
For repairs of gravel and other cars, - - - - -	483 97	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, - - - - -	20,751 03	
For oil used by cars and engines, - - - - -	1,795 07	
For waste and other material for cleaning, - - -	236 98	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	11,526 72	
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	11,236 78	
For gratuities and damages, - - - - -	112 91	
For taxes and insurance, - - - - -	676 62	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	790 61	
For interest, - - - - -	21,550 23	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	6,973 53	
Total expenditures for working the road, - - -		98,511 32

* Tonnage of freight cars hauled last year was erroneously reported 3,429,359, should have been 2,172,520.

212 WORCESTER AND NASHUA RAILROAD.

INCOME DURING THE YEAR.	
<i>For passengers:—</i>	
1. On main road, including branches owned by company, - - - - -	\$85,208 36
<i>For freight:—</i>	
1. On main road and branches owned by company, - - - - -	62,442 69
[Express, - - - - -	1,500 00
U. S. mails, - - - - -	2,893 00
Rents, - - - - -	1,523 67
[Miscellaneous, - - - - -	223 96
Total income, - - - - -	\$153,791 68
Net earnings, after deducting expenses, - - -	55,280 36
DIVIDENDS.	
4½ per cent. Total, - - - - -	56,330 87
Surplus last year, - - - - -	3,954 29
Total surplus, - - - - -	2,903 78

No passenger has been injured upon this road during the past year.

ALEX. DE WITT,
ISAAC DAVIS,
STEPHEN SALISBURY,
GEO. T. RICE,
JACOB FISHER,
GEO. BOWEN,
SETH W. FOWLE,
THOS. CHASE.

WORCESTER, ss. *December 26, A. D. 1851.* Then personally appeared the before-named Alex. De Witt, Isaac Davis, Stephen Salisbury, George T. Rice, Jacob Fisher, Geo. Bowen, Seth W. Fowle, and Thos. Chase, and severally made oath, that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief.

Before me, F. WAYLAND, JR., *Justice of the Peace,*

We, the subscribers, Commissioners of the Worcester and Nashua Railroad Company, appointed by the Governors of the States of Massachusetts and New Hampshire, having examined the foregoing Report, believe it to be correct, and approve the same.

A. H. BULLOCK,
Commissioner for Massachusetts.
ISRAEL HUNT,
Commissioner for New Hampshire.

At a meeting of the Commissioners of the Worcester and Nashua Railroad Company, at the office of the company in Worcester, on the 30th day of December, A. D. 1851, for the purpose of investigating the accounts and expenditures made by said company, and for deciding what sums of expenditures, made by said company, are applicable to that part of said road, lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the state of New Hampshire, and, having examined the accounts of said company, we find the total expenditures for construction, to the 30th of November, 1851, inclusive, is \$1,309,564 01.

Of this amount, the cost of construction and equipment, we apportion as follows, viz. :—

Massachusetts,	-	-	-	\$1,193,471 84
New Hampshire,	-	-	-	116,092 17
				<hr/>
				\$1,309,564 01

RECEIPTS.

The whole amount of receipts, from December 1, 1850, to November 30, 1851, inclusive, were as follows, viz. :—

For transportation of passengers,	-	-	-	\$65,208 36
For transportation of merchandise,	-	-	-	62,442 69
For mail service,	-	-	-	2,893 00
For rents,	-	-	-	1,523 67
For express,	-	-	-	1,500 00
For miscellaneous receipts,	-	-	-	223 96
				<hr/>
				\$153,791 68

Of which amount we apportion as follows, viz. :—

Massachusetts,	-	-	-	\$131,475 22
New Hampshire,	-	-	-	22,316 46
				<hr/>
				\$153,791 68

EXPENSES.

Maintenance of way,	-	-	-	\$8,994 97
Repairs of locomotives,	-	-	-	7,355 69
Repairs of passenger cars,	-	-	-	2,008 69
Repairs of merchandise cars,	-	-	-	1,795 62
Repairs of gravel and other cars,	-	-	-	483 97
Repairs of bridges,	-	-	-	88 90
Wages of switchmen, watchmen, &c.,	-	-	-	1,972 39

214 WORCESTER AND NASHUA RAILROAD.

Removing snow and ice,	-	-	-	-	\$156 17
Repairs of fences,	-	-	-	-	44 04
Fuel,	-	-	-	-	20,751 03
Oil and tallow,	-	-	-	-	1,795 07
Waste,	-	-	-	-	236 98
Passenger expenses,	-	-	-	-	11,526 72
Freight expenses,	-	-	-	-	11,236 78
Gratuities and damages,	-	-	-	-	112 91
Taxes and insurance,	-	-	-	-	676 62
Repairs of buildings, &c.,	-	-	-	-	790 61
Interest paid on the debt of the Company,	-	-	-	-	21,550 23
General expenses, including salaries,	-	-	-	-	6,973 53
					<hr/>
					\$98,511 32

The above amount we apportion as follows, viz. :—

To Massachusetts,	-	-	-	\$84,216 48
To New Hampshire,	-	-	-	14,294 84
				<hr/>
				\$98,511 32

The whole length of the road is 45 69-100 miles.

The part lying in Massachusetts is 39 6-100 miles.

The part lying in New Hampshire is 6 63-100 miles.

Said commissioners also find, on-examining the books of said Company, said Corporation have kept separate accounts of the expenditures in Massachusetts and New Hampshire respectively, agreeable to the act of said State of Massachusetts, creating the Worcester and Nashua Railroad Company, and the act of the state of New Hampshire, uniting the Nashua and Groton Railroad Corporation with the Worcester and Nashua Railroad Company.

A. H. BULLOCK,
Commissioner for Massachusetts.

ISRAEL HUNT,
Commissioner for New Hampshire.

ABSTRACT
OF THE
RETURNS OF THE RAILROAD CORPORATIONS
OF THE
STATE OF MASSACHUSETTS,
FOR 1851.

PREPARED ACCORDING TO LAW
BY AMASA WALKER,
SECRETARY OF THE COMMONWEALTH.

CHAPTER 102.

An ACT relating to the Annual Reports from Railroad Corporations.

BE it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :

SECT. 1. The annual reports now by law required from the directors of the several railroad corporations within this Commonwealth, shall hereafter be by them transmitted to the secretary of the Commonwealth, on or before the thirty-first day of December in each year. The said secretary shall, as soon as may be after receiving the said reports, cause three thousand copies to be printed as document number two of the senate, and shall submit the same to the Legislature at as early a period of its annual session as may be practicable. The secretary shall also prepare, and cause to be printed with and attached to the reports, a brief abstract thereof, showing the leading statistics of the several railroads, in form as follows, together with such other information as he may deem useful :—

Name of road.	Capital.	Capital paid in.	Cost.	Length.	Length of double track.	Length of branches.	Speed of passenger trains.	Speed of freight trains.	Earnings.	Expense of working.	Net earnings.	Dividends.	Debt.	Surplus.	Casualties.	
															Fatal.	Nonfatal.

SECT. 2. Every railroad corporation, as aforesaid, neglecting to comply with the provisions of the first section of this act, shall forfeit to the use of the Commonwealth, to be recovered by the treasurer thereof, fifty dollars for each and every day's neglect.

SECT. 3. All acts and parts of acts inconsistent with the provisions of this act, are hereby repealed. [*Approved April 30th, 1851.*]

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